25 per cent Discount
FOR CASH
FROM
SATURDAY, 1st Aug., 08,
(until further notice)
On all MILLINERY GOODS,
Smart Selection of RIVER and TRAVELLING HATS.
M. GAINS,
COURT MILLINER,
HOTEL MANSIONS
(3RD FLOOR,) HONGKONG,
(over Messrs Kruse & Co.)

The China Mail.

ESTABLISHED 1845

No. 14,141. 英一千九百零八年八月七號 HONGKONG, FRIDAY, AUGUST 7, 1908. 戊申年七月十一日 PRICE, $3.00 Per Month.

25 per cent Discount
FOR CASH
FROM
SATURDAY, 1st Aug., 08,
(until further notice)
On all MILLINERY GOODS,
Smart Selection of RIVER and TRAVELLING HATS.
M. GAINS,
COURT MILLINER,
HOTEL MANSIONS
(3RD FLOOR), HONGKONG,
(over Messrs Kruse & Co.)

Intimations.

THORNE'S
OLD VAT

$15 PER CASE



As supplied to the House of Commons.

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD AS No 4 SINCE 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co, LTD.

Hongkong, May 1, 1907. 793

E. R.

NAVY CONTRACTS, 1908-9.

SEALED TENDERS, in duplicate, for the Supply of WATERPROOF JACKETS, TROUSERS and SOUTH WESTERS for H. M. NAVAL FORCES on the China Station, will be received by the DEPUTY VICTUALLING STORE OFFICER, H. M. NAVAL YARD, until Noon on MONDAY, the 10th August, 1908.

Forms of Tenders and any necessary information may be obtained on application.

The right to reject the lowest or any Tender is reserved.

F. I. GELSTHORPE,
Deputy Victualling Store Officer.
H. M. Naval Yard,
Hongkong, August 1, 1908. 1075

WANTED.

FURNISHED, or Partly Furnished House at the PEAK, for 6 Weeks or two Months.

Apply 'A. B. C.,'
Care of 'China Mail' Office.
Hongkong, August 6, 1908. 1095

SUNDRIES.

EXPERIENCED CHINESE BROKER WANTED by Old Firm. Salary about $150 per month and ½ % brokerage. Address, with particulars as to experience.

'SUNDRIES,'
Care of 'China Mail' Office.
Hongkong, August 5, 1908. 1087

WANTED—IMMEDIATE.

TWO Gentlemen require One LARGE ROOM, with Board. Must be central, or not higher than Kennedy Road. Please state particulars to

'R.C.,'
Care of 'China Mail' Office.
Hongkong, August 3, 1908. 1084

THE STATE FIRE INSURANCE CO., LIMITED.

HAVING been appointed AGENTS of the above Company, we are prepared to grant Policies against Fire on approved Foreign and Chinese risks at current rates of premium.

CRUZ, BASTO & CO.
Canton, July 30, 1908. 1070

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1908, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1908.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 1, 1908. 1077

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10th instant to SATURDAY, the 22nd inst., 1908, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, August 1, 1908. 1078

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 24th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, July 28, 1908. 1060

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.
FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS
HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY
ESTIMATES FOR ALL IRON AND STEEL WORK.
NEW LAUNCH FOR SALE.

TELEPHONES: 137 and K. 21. CABLES: SEYBOURNE, Hongkong.



GAIL BORDEN'S CONDENSED MILK
GOLD SEAL
BRAND.

THE MILK par Excellence, GUARANTEED TO KEEP LONGER THAN CONDENSED MILK OF ANY OTHER MANUFACTURE. First in PURITY, PRICE and PRECEDENCE.
For BORDEN'S CONDENSED MILK CO.,
CONNELL BROS. COMPANY, Sole Importers.
Hongkong, July 14, 1908. 1014

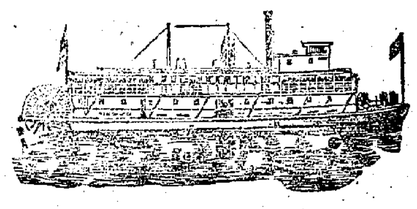
WILKS & JACK, LD.
ELECTRICAL, MECHANICAL AND GAS ENGINEERS.
IMPORTERS OF OREGON PINE LUMBER.

A large stock of Electrical and Gas Fittings, Engineering Tools and Material. Dynamos, Gas and Oil Engines.

WELSBACH MANTLES & BURNERS.

THE DESIGN OF
LIGHT DRAFT STEAMERS
OUR SPECIALITY

Launch, Motor Boat



and Lighter Builders.

STEAMERS and LAUNCHES
FOR SALE.

LAUNCHES FOR HIRE OR CHARTER FOR PICNIC, BATHING PARTIES OR TOWING.

Electro-Plating and Repair Workshops:—Kowloon.
Oregon Pine Timber Yard:—Tai-kok-tsui.

OFFICES AND SHOW ROOMS:
14, DES VŒUX ROAD CENTRAL, HONGKONG.

TELEPHONE 358. TELEGRAPHIC ADDRESS: MARINEWORK.
Hongkong, April 1, 1908. 516

ORIENTAL HOTEL
No. 2, Queen's Road Central.
Telephone No. 197.

MRS M. MATTHAEY.....*Proprietress.*

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for Tiffin and Dinner.

TELEGRAPHIC ADDRESS 'COMFORT,' HONGKONG.

For particulars, apply to C. FRERICHS, *Manager.*
Hongkong, September 24, 1907. 1540

MEE CHEUNG & CO.,
PHOTOGRAPHERS.
SPLENDID ASSORTMENT OF
TYPHOON PICTURES NOW ON SALE.
STUDIO—*ICE HOUSE STREET.* STORE—*BEACONSFIELD ARCADE*
Hongkong, February 18, 1908. 1181

OREGON PINE LUMBER.

THE UNDERSIGNED have a Large Quantity of the ABOVE in all Sizes in Stock.

DODWELL & CO., LTD.
Hongkong, July 30, 1908. 1068

MITSU BISHI GOSHI-KWAISHA.

NOTICE IS HEREBY GIVEN that from and after this date Mr H. OISHI shall take charge of the Hongkong Office of the above named Company as MANAGER.
Hongkong, August 8, 1908. 1082

THE OWL GRILL ROOM
HAS REMOVED
TO MORE COMMODIOUS PREMISES
29 & 31, DES VŒUX ROAD,
Near the MUTUAL STORES.

SPECIAL RATES FOR MONTHLY CLIENTS.
TIFFIN ..... $20 per Month.
FULL BOARD ... $40. "

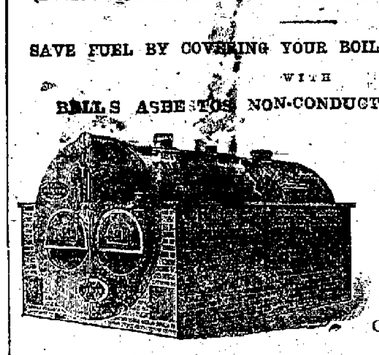
PEPPER'S SHALL GOODS ALWAYS ON HAND.

HARRY NEWBOLD, *Proprietor.*
Hongkong, May 19, 1908. 764

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES WITH
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

THIN
SUMMER BLANKETS

$3.50 EACH.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO.

CAFE BERTOLONE
37, QUEEN'S ROAD CENTRAL.

From This - - -
THE AUTO-PIANO will discourse Sweet Music during AFTERNOON TEA.
A MUSICAL SEANCE. A PLEASANT HALF HOUR.
UNEXCELLED CATERING. POLITE & PROMPT SERVICE

Mr Bart O'Connor will dispense Fancy Drinks.

CAFE BERTOLONE.
Hongkong, June 17, 1908. 891

THE HONGKONG STEAM LAUNCH CO.

TELEGRAPHIC ADDRESS: 'PENDIDO' A. B. C. CODE.
TELEPHONE { OFFICE No. 742. WORKS No. 743.
LAUNCHES FOR SALE, HIRE, OR CHARTER.
For Picnic, Shooting, Bathing Parties, Towing, &c.
Launches for Hire, lying off Blake Pier during the day.
For the convenience of our clients the Office will also be open on Sunday from 9 to 11 a.m.
OFFICES: ST GEORGE'S BUILDING (SECOND FLOOR).
GORDON & CO., *General Managers.*
Hongkong, June 1, 1908. 819

DURING THE HOT WEATHER
IT IS MOST ESSENTIAL TO BE CAREFUL IN THE CHOICE OF
TABLE WATERS.

Aquarius

is a trebly distilled water, absolutely pure, a degree of perfection not attained by mere filtering.

THE AQUARIUS Co.'s **Ginger Beer, Lemonade and Tonic Water** are all prepared with distilled water and the purest materials obtainable. They cost a trifle more than Aerated Waters prepared with ordinary water only, but ensure perfect security to the consumer.

			Allowance for Empties	Net Price
AQUARIUS	1 doz. qts.	$2.75	$1.00	$1.75
	1 ,, pts.	2.00	0.75	1.25
	1 ,, splits... ...	1.20	0.10	1.10
TONIC...	...1 doz. ...	2.50	1.20	1.30
LEMONADE... ...	...1 ,, ...	2.50	1.20	1.30
STONE GINGER BEER	..1 ,, ...	2.50	1.20	1.30
BELFAST GINGER ALE	..1 ,, ...	2.50	1.20	1.30

ROSBACH WATER
is a delicious Natural Mineral Water, bottled at the Spring near Homburg.

In Glass Bottles per case of 50 bottles...	$13.00	$2.00	$11.00
Per case of 100 ½ ,, ...	23.00	2.00	21.00
In Stone Jars per case of 50 bottles	—	—	15.00

The Water in Stone Jars is less highly aerated. The Stone Jars keep very cool.

CALDBECK, MACGREGOR & CO., *Sole Agents,*
10, QUEEN'S ROAD CENTRAL.
Hongkong, August 7, 1908. 1083

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, $5.50 per Cask, ex Factory.
In Bags of 250 lbs. net $3.35 per Bag, ex Factory

Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO.
7 & 9, PEDDER STREET. TELEPHONE 644.

DRESSMAKERS, MILLINERS
AND
GENERAL DRAPERS.

LADIES' & CHILDREN'S SHOES.

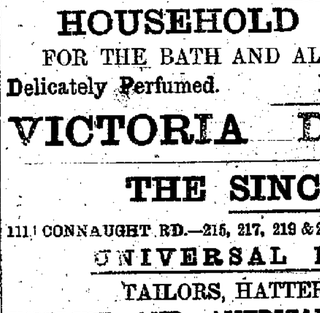
SUMMER REQUISITES

Prickly Heat Lotion and Powder
SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
HOUSEHOLD AMMONIA.
FOR THE BATH AND ALL TOILET PURPOSES.
Delicately Perfumed. Half pint bottles, 60 cents.
VICTORIA DISPENSARY.

THE SINCERE CO.
111, CONNAUGHT RD.—215, 217, 219 & 221, DES VŒUX RD., HONGKONG
UNIVERSAL PROVIDERS,
TAILORS, HATTERS & MERCERS.
ENGLISH AND AMERICAN BOOTS AND SHOES,
Drapery, Silks, Watches, Clocks, Crockery, Ironmongery, Grocery, Furniture, Rattan Ware, Tobaccos, Cigars, Cigarettes, Sewing Machines.
Our Prices are marked in plain figures.
Hongkong, September 28, 1907. 158

THE HONGKONG HOTEL.
UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
MODERATE TERMS AND NO EXTRAS.
1021 A. F. DAVIES, *Manager.*

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjoining the Tramway Terminus, 1,400 feet above Sea Level,
OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTAL AND TOURISTS' HOTEL.
Terms:—From $5 per day Mex. Telegraphic Add: 'Peaceful.'
Town Office: 3, DUDDELL STREET.
Hongkong, February 8, 1908. 21



OLIVER
STANDARD
VISIBLE TYPEWRITER.
Clean, Simple, Quick Durable.
HEAVY MANIFOLDER.
ROMBACH & CO.,
12A, QUEEN'S ROAD CENTRAL.
Sole Agents.
Hongkong, December 12, 1907. 196

Ask for
KUPPER'S PILSENER BEER

Telephone No 75.

AND SEE THAT YOU GET IT.

SOLE AGENTS:
Caldbeck, Macgregor & Co.,
Wine and Spirit Merchants,
10, QUEEN'S ROAD CENTRAL.
Hongkong, May 27, 1908.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
8A, *QUEEN'S ROAD CENTRAL.* 2123

REMINGTON . . TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSEN & CO.,
SOLE AGENTS.

Hongkong, March 2, 1906

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.
Price Very Cheap.

New Bicycles ('Humber') $100 each
REPAIRS UNDERTAKEN.

MOTOR LAUNCHES FOR HIRE from $2 per hour.

SOLE AGENT FOR
The Famous Humber Cycles.

DRAGON CYCLE DEPOT,
Note New Address: 33 & 35, Des Vœux Road.
Hongkong, March 3, 1908. 2215

CHAMPAGNE
THE LEADING BRAND
G.H.MUMM & Co
REIMS

BY SPECIAL APPOINTMENT TO

Shewan Tomes & Co.
GENERAL AGENTS
for
HONG-KONG, CANTON
& MACAO.

Hongkong, January 27, 1908.

CROWN ROYAL EXTRA CANVAS
STRONG TARPAULINGS, MOST RELIABLE QUALITIES, FROM
M. C. THOMSON & CO., LTD.,
GLASGOW.
ALWAYS IN STOCK WITH
SOLE AGENTS
MELCHERS & CO.,
AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and Aerated Water Machines.

ALL ACCESSORIES FOR SAME.

(D) **MELCHERS & Co.**



JOHN OAKEY & SONS LIMITED, WELLINGTON MILLS LONDON.

ntimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

Sole Agents for KISHIDAKE, MIYAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE:—TOKYO.
BRANCH OFFICES:—
NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

CABLE ADDRESS for above: 'IWASAKI.'
Codes:—A1, ABC 6th Ed., Western Union.

AGENCIES:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs GRABING & Co.
MANILA: Messrs MACONDRAY & Co.

For particulars, apply to
H. OISHI,
Manager,
No. 2, PEDDER STREET,
HONGKONG.
Hongkong, August 3, 1908. 816

BY APPOINTMENT
SUTTON'S ROYAL SEED ESTABLISHMENT.
Lists may be seen and Orders received by
CHINA EXPRESS CO.,
3, Duddell Street.
CABLE ADDRESS: 'EXPEDITION'
A.B.C. CODE: 5 ED.
Telephone: 668. P. O. BOX 154.
AGENTS FOR CONTRACTORS TO
IMPERIAL GERMAN & ROYAL DANISH PARCEL POST.
Shipping, Forwarding & Insurance Agents.
Hongkong, Dec. 20, 1907 1049

LABUAN COAL.

THE LABUAN COALFIELDS COMPANY, LD., are now prepared to bunker steamers at LABUAN with good fresh quality LABUAN COAL, double screened and straight from the mines.
For further particulars, apply to
BRADLEY & CO.,
Agents.
Telegraphic Address:
'LABOR LABUAN,'
Hongkong, February 19, 1908. 228

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1907, £18,114,624.

I.—Authorised Capital £3,000,000		
Subscribed Capital £2,750,000		
Paid-up Capital	£687,500 0	0
II—Fire Funds	3,065,374 15	7
III.—Life & Annuity Funds	14,315,842 10	3
Sinking Fund Account	45,907 5	3
	£18,114,624 11	1
Revenue Fire Branch...	2,280,652 13	7
Life & Annuity Branches.....	1,847,224 18	4
Sinking Fund Account	8,282 5	0
	£4,136,159 16	11

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.
SHEWAN, TOMES & CO.,
Agents.
95

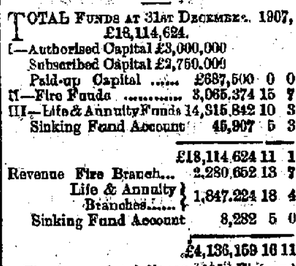
HOMOGENEOUS NATURAL MILK.

REMARKABLE PROGRESS IN THE ART OF PRESERVING MILK.

PURE NATURAL COWS MILK

PRESERVES ITS GOOD TASTE IN ANY CLIMATE.

BEST MILK IN THE MARKET FOR INFANTS AND INVALIDS



LION BRAND.

NATURA- MILCH EXPORT GESELLSCHAFT WAREN J. NECKL.

Case of 24/1 Liter Tins
48/½ „
96/¼ „

SOLE AGENTS:—
Schuldt & Co.,
HONGKONG & CANTON.
Hongkong, April 22, 1908. 693

THE USE OF THE MOTOR IN WARFARE.

Just as motor traction is bound to gradually supersede the ordinary vehicular traffic on our roads, so is mechanical transport, says the "United Service Gazette," destined to replace all other forms of military transport in the near future. The Army Council have not lost sight of this contingency, and have been carefully making provision for it through the medium of the Mechanical Transport detachment, which forms a part of the Army Service Corps Training Depot at Aldershot. The announcement just made by the Army Council of the offer of a prize for a suitable light tractor is further evidence of the fact that developments in the motor transport service are in contemplation by the military authorities. That some measure of success in the direction of providing for motor transport in case of national emergency has been achieved by the Army Council is shown by the Annual Report of the Mechanical Transport Committee for 1907, which has just been issued.

According to this report the scheme for the registration of motor vehicles, which was formulated by the Army Council some time back, has been put into working order. It was at first thought that touch could be obtained with owners through the National Traction Engine Users' Association and the Commercial Motor Users' Association, or by means of advertisements, but it was found that many owners were not members of these associations and did not see the advertisements. The total number of vehicles registered during the year was 82, these consisting of light tractors and lorries. The experiments carried out with the chain tractor were highly satisfactory, and the results are reported to have far exceeded the expectations of the Mechanical Transport Committee. It crossed two ditches, one of which was five yards wide and eighteen inches deep, with sloping banks, and hauled a load across country which no other vehicle could attempt to cover. For a first year's work this may be said to be fairly satisfactory, but obviously the rate of registration must proceed more rapidly in the second year, if the degree of efficiency necessary to complete the scheme of national preparation for defence is to be quickly reached.

At the last annual dinner of the Motor Union, General Sir John French, who was present, referred to the bearing and influence of motoring on the science and practice of war. Owing to the great development of modern firearms and the enormous hosts which every great Power in the world, except ourselves—even an island Power like Japan—maintained, the size of modern battlefields had become infinitely greater than in former days. The front during the Battle of Mukden was fifteen or twenty times as great as that of Waterloo. Owing to this state of things commanders of armies in the field had lost the power which commanders of old enjoyed, the great power given by the exercise of personal influence and control over the fight. The field telegraph and telephone had improved matters, but the great drawback had been left ever since the Franco-German War. From the experiments carried out of late years, both in his country and abroad, the military authorities have come to the conclusion that in the next big war they would find that the motor had, in a great measure, restored the lost power to the commander-in-chief, who, by its aid, would be able to exercise nearly as great an influence over the fight as was exercised by the great commanders in the days of Wellington and Napoleon. The motor has not only conferred this tremendous advantage, but it has also proved of the greatest value in the training and instruction of troops for war.

Although mechanical traction in the Army is only of comparative recent growth, it has already rendered very good service to the State. It received its first trial in the South African War, where its use first taught us the lesson that an efficient repair station, capable of acting as a mobile base in time of war, was an absolute necessity; a lesson that the Army Council have not failed to profit by. Liability to breakdown is, of course, a factor of motor traction which must always be provided against and in the field it becomes, without adequate provision for contingencies, a menace to the efficiency of an otherwise well-organised system. Thus, in South Africa, it was the absence of such a provision which constituted the greatest obstacle to the successful use of mechanical transport during the war, and it is owing to the fact that this requirement has since been met by the Army Council, that mechanical transport now forms such an encouraging feature of our manœuvres. To-day, perhaps, it may be only right to say that the mechanical transport department of the Army is one of the most efficient and progressive branches of the Service.

It was Austria that was probably the first to perceive the possibilities of the motor for military purposes, and from the very first the Vienna War Office have been constantly experimenting with new types of cars for transport and other purposes. Quite recently a car was built to carry two persons and equipped with a powerful searchlight capable of illuminating several miles of country. It proved quite a success, and a number of cars of like pattern have, in consequence, been ordered. Transport automobiles of a new and interesting pattern are also being constructed. Each car is fitted with 40 horse-power motors, one in front and one behind, so that the breaking down of one motor would not put the car out of action. They can be run at high speed along level roads, and are also extremely good hill climbers. Wagons of a special type are being built for attachment to these motors, with front and rear steerable gear, so that in a narrow place, where there might not be room to turn round, the train could be taken backward.

The instructor which has given our War Office so much satisfaction in the invention of a young South African engineer, Mr Henry George De Trafford Wright. The value of this particular automobile lies in its power of traversing the roughest ground with ease and safety, at high speed, and in its enormous power of haulage, which enables it to drag heavy guns into position. The tests to which it was subjected in the Long Valley at Aldershot consisted in climbing hills at a gradient which, undoubtedly, have proved too much for the ordinary traction engine, finally reaching a position on the crest in which disaster seemed inevitable. It crossed a deep ditch, five or six feet in width, and manœuvred with ease in its own length. The whole idea came to Mr Wright when he saw the unwieldy traction engines sent out to South Africa to pull our heavy guns up the kopjes. Any number of these got stuck and were lost. Beginning to experiment six years ago, Mr Wright gradually built up the machine now reported upon from Aldershot. Its acceptance by the War Office is a foregone conclusion, after the wonderful functions it has been proved capable of performing, but it will probably be dispatched for use, either in India or Egypt, while other automobiles of a similar pattern will be made in this country.

TO EXPLORE PAPUA.

A Hazardous Undertaking.

Mr Donald Mackay, who is looking for new worlds to conquer, left Sydney by the steamer Aramac on June 23 for New Guinea. Mr Mackay is a brother of Colonel Kenneth Mackay, and he has spent most of his life in travel and exploration. He has been through Japan and the East, as well as most other parts of the world, and the record of his experiences in uncivilised places would make a bulky and interesting volume. In 1900 he, in company with two friends, cycled around Australia. After accomplishing that feat Mr Mackay sought the advice of Mr Guest Favenc. "Where can I find a thing new?" he asked. "Somewhere where white men have not been?" "Papua is about the only place left," Mr Favenc told him, and so he decided in favour of Papua.

At the outset Mr Mackay endeavoured to enlist the sympathies of people who would finance the expedition, but he found a rather remarkable lack of enthusiasm in relation to the exploration of Papua, and he, therefore, decided to bear the whole expense of the undertaking—estimated at £1400 or £1500—himself.

Mr Mackay will have with him on the trip to unknown regions Mr William Little, M.L.C., of Papua, whose local knowledge should be of great value, and the party will be accompanied by Mr A. E. Pratt (brother of Mr F. L. Pratt of Hongkong), licensed surveyor, as well as an ornithologist. The main object of the visit is to map out unknown parts of the country while incidentally a sharp lookout will be kept for anything in the nature of mineral-bearing country, though Mr Mackay is really actuated by the spirit of adventure. He entertains the theory that the interior of New Guinea will prove very different from what it is popularly supposed to be, and anticipates that grazing lands of considerable extent will be found to exist in localities now believed to be dense scrub.

After leaving Cooktown the party will go direct to Samarai. There Mr Mackay will enlist the services of 35 bearers, who are being gathered together by Mr Little. The bearers will be men from the adjacent islands and from the western division of Papua. The Government steamer Merrie England will convey the party from Samarai to the Perari River, on the south coast of Papua, where some trouble recently occurred with the natives. From there the party intends to strike across country in a north-westerly direction into unknown regions towards what is supposed to be the head of the Fly River, about 700 miles from its source. The point indicated is about 100 miles higher up than Sir William Macgregor, who mapped the river out for 604 miles, went. If they strike the river, the energies of the party will for some time be devoted to the work of building dugouts and canoes, to be utilised in an endeavour to trace the source of the Fly, exploring the country in the vicinity on the way. There is a big stretch of country not yet explored between the Purari and Fly rivers.

The party will return to the mouth of the Fly River and cross in canoes to the Island of Daru, where it is understood a mission station has been established, but it will have to wait there an indefinite period till some-one can take it off.

It is expected that the trip will entail a walk of about 600 miles. Mr Little anticipates that a lot of the country is so densely covered with scrub that they will have frequently to chop their way through. In that event progress will necessarily be slow at times—probably not more than a couple of miles a day. Mr Mackay hopes, on the contrary, to strike a good deal of open country, so that while Mr Little estimates the trip will take six months, the organiser of the expedition will not be surprised if it is finished in three months.

So far as the natives likely to be met with are concerned, the party will set out in absolute ignorance, but it hopes to come across villages where food supplies for the bearers may be obtained and replenished. They are advised, however, that in addition to the usual risks of fever and such things associated with Papua and incidental to the work of exploration generally, they will probably find the natives troublesome on occasions.

Mr Mackay will take with him provisions sufficient to meet the needs of four men for six months. The luggage will also include a quantity of tobacco, jews-harps, beads, cloth, and other items likely to tickle the fancy of the natives and prove useful for the purpose of inducing trade and supplies of food for the bearers. If the native villages expected are not found on the way it will be extremely inconvenient, as it is impossible to carry large supplies of food for the bearers.

Mr Mackay is taking a large medicine chest along with him, so that the terrors of illness may be guarded against as far as possible. When he comes back he will be willing to place any maps he compiles and any information he collects at the disposal of the Federal Government, if so desired.

A lady had engaged a new page boy who whistled music hall ditties while cleaning the cutlery. "Joseph," she called, "please don't whistle those vulgar things." "Very well, ma'am," replied Joseph meekly, "but you can't expect a Beethoven sonata when I'm cleaning the knives. That will come later, when I'm polishing the silver."

Van Houten's Cocoa

Do you want a Pure Cocoa? Then drink Van Houten's. Do you want the cocoa which possesses the finest flavour? Then drink Van Houten's. Do you want the cocoa which is most readily digested? Then drink Van Houten's. There is no other cocoa which combines these three qualities. It is *the* best and the only "best."

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OFFICES in HOTEL MANSIONS.
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Hongkong, August 1, 1908. 1079

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A. S. WATSON & Co., LD.
Hongkong, April 22, 1907. 730

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TOWER HOUSE; Ten Rooms; KENNEDY ROAD.
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MRS G. SACHSE, KINGSCLERE.
Hongkong, September 2, 1907. 1419

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A HOUSE in KNUTSFORD TERRACE, KOWLOON.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.
Hongkong, August 1, 1908. 20

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GODOWN No. 5A, DUDDELL STREET.
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Hongkong, August 1, 1908. 709

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Apply to SECRETARY,
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Hotel Mansions.
Hongkong July 23, 1907. 1200

TO LET—FROM JUNE 1.

NO. 2, ANTRIM VILLAS, DES VŒUX ROAD, Kowloon. Five-Roomed House.
Apply
MESSRS FARRELL & LYSAUGHT.
Hongkong, March 25, 1908. 474

TO LET.

NO. 3, OBSERVATORY VILLAS, KOWLOON. 5 Room House with use of Tennis Court.
Apply on the PREMISES, or to ARRATOON APCAR & Co.
Hongkong, June 10, 1908. 859

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AT SHAMEEN, CANTON.

HOUSE No. 103 (Kwan How Buildings) at present in the occupation of the I. M. Customs.
Apply to
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Hongkong, August 1, 1908. 1041

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70,000 SQUARE FEET of LAND with 200 foot frontage to Kowloon Bay. Moderate Rental.
Apply to
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Hongkong, August 23, 1907. 1389

TO LET.

4 and 5-ROOMED HOUSES in KOWLOON. SMALL SHOP in DES VŒUX ROAD CENTRAL, Hongkong. Immediate Possession. Moderate rentals.
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HUMPHREYS' ESTATE & FINANCE Co., LTD.
Hongkong, August 13, 1907. 1321

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15, QUEEN'S ROAD CENTRAL, Top Floor (over Caldbeck, Macgregor & Co.)
BELILIOS TERRACE HOUSES, Robinson Road.
GLENWOOD, CAINE ROAD, suitable for a Boarding House or Club, contains 28 Rooms.
OFFICES in QUEEN'S ROAD CENTRAL.
No. 2, DES VŒUX VILLAS, Peak.
OFFICES in BANK BUILDINGS, Top Floor. From 1st July, 1908.
Dwelling-Rooms and Offices in DUDDELL STREET.
C. M. S. PEAK BUNGALOW, Mount Kellet, Furnished. From 1st October, 1908, to 30th June, 1909. Rent $100 a month and taxes.
Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 13, 1907. 164

To Let.

TO LET.

FURNISHED ROOM, with Board, on Upper Level. Cool situation.
Apply "QUERY,"
Care of 'CHINA MAIL' Office.
Hongkong, August 6, 1908. 1093

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SHOP, No. 14, QUEEN'S ROAD CENTRAL.
OFFICES, Nos. 12 & 14, QUEEN'S ROAD CENTRAL, 1st Floor.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to LEIGH & ORANGE.
Hongkong, June 13, 1908. 25

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'HATHERLEIGH,' CONDUIT ROAD.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, Blue Buildings, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.
A House in RIPON TERRACE.
A House in WONG NEI CHONG ROAD.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, August 1, 1908. 24

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OF
EYSSEN'S
EDAM CHEESE.
Choicest Quality.

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Wine & Provision Merchants.
Hongkong, February 27, 1908. 323

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HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.
STEEL GIRDERS AND TEES, CORRUGATED IRON, PIG IRON, &c.
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Hongkong, September 24, 1908. 1529

Banks.

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORISED CAPITAL } ...YEN 5,000,000.
(Paid up } ...YEN 980,000.
RESERVE FUNDS.....

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy.	Kobe.	Tainan.
Anping.	Nagasaki.	Tamsui.
Foochow.	Osaka.	Tokio.
Keelung.	Shanghai.	Yokohama.
Swatow.		

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Account. Deposits received on terms which may be ascertained on application.

D. TOHDOW,
Manager.

Hongkong, August 4, 1908. 21

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£1,500,000 @ 2/- = $15,000,000
Silver 13,500,000
$28,500,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

COURT OF DIRECTORS:—
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Hon. Mr W. J. GRESSON—Deputy Chairman.

E. G. Barrett. Esq.	W. Helms, Esq.
C. G. R. Brodersen, Esq.	C. R. Lenzmann, Esq.
G. Friesland, Esq.	R. Shewan, Esq.
C. S. Gubbay, Esq.	Hon. Mr H. A. W. Slade.
	H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

J. R. M. SMITH,
Chief Manager.

Hongkong, August 1, 1908. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 12, 1907. 1517

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

INTEREST allowed on Current Account the rate of 2 % per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

JOHN ARMSTRONG,
Manager.

Hongkong, May 13, 1908. 64

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 210,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
„ 6 „ .....3½ %
„ 3 „ .....2½ %

EVAN ORMISTON,
Manager.

Hongkong, April 22, 1908. 41

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP ... ... Yen 24,000,000
RESERVE FUNDS ... ... „ 15,120,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO.	KOBE.	NAGASAKI.
LONDON.	LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.	BOMBAY.
SHANGHAI.	HANKOW.	CHEFOO.
TIENTSIN.	REKING.	NEWCHWANG
PORT ARTHUR.	DAINY.	ANTUNG.
ELOPANG	MUKEN.	TIE-LING.
CHANG-CHUN.		

HONGKONG—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
ON FIXED DEPOSITS:—
For 12 months.....5% per annum.
For 6 months.....4% „
For 3 months.....3% „

TAKHO TAKAMICHI
Manager.

Hongkong, March 6, 1908. 5

Banks

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID-UP CAPITAL } ...Fl. 45,000,000 (£3,750,000).
RESERVE FUND } About ...Fl. 5,752,884.84 (£479,407).

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Pegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Achsen) Bandjermasin.

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The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED)
On Current Accounts 2% per Annum on daily balances.
Fixed Deposits 12 months 4½% per Annum
Do. 6 months 4 % Do.
Do. 3 months 3½% Do.

J. L. VAN HOUTEN, *Agent.*

Hongkong, July 17, 1908. 416

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP .....GOLD $3,250,000 about Mex. $7,222,222.
RESERVE FUND .....GOLD $3,250,000 about Mex. $7,222,222.

HEAD OFFICE—
60 WALL STREET, NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE E.C.

LONDON BANKERS:
BANK OF ENGLAND.
ational Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES & AGENTS ALL OVER THE WORLD.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent per annum.
For 6 „ 4 per cent per annum.
For 3 „ 3 per cent per annum.

No. 9, QUEEN'S ROAD CENTRAL,
HONGKONG.
W. M. ANDERSON,
Manager.

Hongkong, January 24, 1908.

RUSSO-CHINESE BANK,

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL ..... { 15,000,000 Roubles. 2,600,000 Sh. Taels.
CAPITAL contributed by CHINESE GOVERNMENT ...5,000,000 K. Taels.

RESERVE FUND .....Roubles 9,240,000.

HEAD OFFICE—ST. PETERSBURG.

London Office: 41, Threadneedle St., E.C

BRANCHES AND AGENCIES:

Andijon	Khokand	Peking
Batoum	Kiachta	Samarkand
Balgowestchensk	Kirin	San Francisco
Bodaibo	Kobe	Shanghai
Boukhara	Kouldja	Stretensk
Busk	Krasnolarsk	Tashkend
Calcutta	Kwantchendze	Tchita
Chafoo	Liaoyang	Tchongoutch
Hailar	London	Tielin
Hakhodate	Marguelan	Tientsin
Hankow	Moscow	Tsitsihar
Harbin	Moukden	Verchneoudinsk
Hongkong	Nagasaki	Verny
Irkutsk	Newchwang	Vladivostock
Kalgan	Nicolajevsk	Yokohama
Kashgar	Ourga	Zeiskala
Khabarovsk	Paris	Pristan

BANKERS:
LONDON—Glyn, Mills, Currie & Co.
PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas.
BERLIN—Mendelssohn & Co.
HAMBURG—M. M. Warburg & Co.
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Fixed Deposits. Terms on application.
Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.

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HONGKONG BRANCH:
PRINCE'S BUILDINGS.

Hongkong February 15, 1908.

WEEKLY NEWS FOR HOME.

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Published to suit the Departure of each English and French Mail Steamer to Europe.

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AUCTIONEER.

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THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 8th August, 1908, commencing at 2.30 P.M., at No. 30, LEIGHTON HILL ROAD,—

A QUANTITY OF
VALUABLE HOUSEHOLD FURNITURE
(Particulars from Catalogue).

TERMS:—As Customary.

On view from Friday, the 7th Aug., 1908.

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MILNERS' PATENT FIRE - - - RESISTING SAFES

As supplied to the principal banks and mercantile houses).

For Sale.

FOR SALE.

CRUISING YACHT, CHINESE RIG,

LATELY thoroughly overhauled and Cabin Decorated.

Pantry fully equipped, crockery, cooking, apparatus complete, lavatory, washstand, &c., 150 gallon iron tank just installed. Electric Light throughout. English Anchors and Cable.

Awnings complete, and tent for camping on shore.

MOTOR DINGHY, carrys 5 persons fitted to davits.

Whole outfit ready for immediate use.

Owners selling only to purchase larger craft.

For further particulars, apply
SECRETARY, PHŒNIX CLUB.

Hongkong, June 15, 1908. 787

WEST RIVER TRIPS FROM HONGKONG.

Round Trip 4 Days,
Comfortable Steamers—Delightful Climate.

THE most interesting and picturesque scenery in South China.

For further information, apply to
BUTTERFIELD & SWIRE,
Agents, West River British S.S. Co.

Hongkong, October 25, 1907. 1706

INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS COMPANY.
(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE).

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, etc., in connection with above.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, August 7, 1907. 1285

PATELL & CO.,
SHAMEEN, CANTON.

Export & Import Merchants AND Commission Agents,

IMPORTERS OF
WINES AND PROVISIONS.

LORD MILNER ON THE EMPIRE.

Addressing the members of the Royal Colonial Institute in London on the 16th June, Lord Milner made some interesting remarks on Imperial Affairs, making special reference to India and to the suggestion that colonial self-government be granted to that country.

Lord Milner said he often wished, when speaking of the British Empire, that we could have two generally recognized appellations by which to distinguish the two widely different, and indeed, contrasted types of states of which that Empire was composed. He was thinking, of course, of the contrast between the self-governing communities of European blood and the communities of coloured blood—Asiatic, African, West Indian, which although often enjoying some form of autonomy were, in the main, subject to the Government of the United Kingdom. We must continue to have one name for the whole and the only available name was Empire, however much we might feel that, as regarded one of the two great divisions it was a misnomer. That being the case, it was certainly unlucky that we had no convenient sub-title for the two groups, because in the absence of such distinction it was hardly possible to make any general statement at all about the British Empire, except that it was the British Empire, which would not be false with reference to one-half of it. Incidently he observed that the antiquated phraseology which still grouped Australia and Singapore together as colonies, and the antiquated system which left our relations with them to be dealt with by one Office, were, he thought, regrettable. In turning from questions, affecting the self-governing Empire to questions affecting what for want of better term, he would call the dependent Empire, or vice versa, we must inevitably experience a change of atmosphere which materially enhanced the difficulty of grasping the problem as a whole, or of correlating our efforts for the development and consolidation of a political fabric at once so vast and so irregular. In practice we went on from day to day doing the best we could. He did not wish unduly to depreciate this method; many of the greatest achievements in history had come about in his way; but, for all that, it was well from time to time to look ahead, to think things out, and to realize what our ultimate objects were—if we had any ultimate objects. Beside closer union and co-operation with self-governing Colonies, there was another object which we talked much less about, though to many it might seem more important, or at least more attainable. He meant the retention and development of the dependent Empire, and especially of India which would probably always be the greatest of our possessions. By development he meant making the most of it in every way, not merely developing its material resources, but the capacities of its people including their capacity for self government so far as it could be carried out subject to our supreme control and absolute sovereignty. Personally, if he had to choose between an effective union of the great self-governing States, and the Empire without the dependent States and the retention of the dependent States accompanied by complete separation from the distant communities of our own blood he should choose the former. (Cheers); but on the other hand he fully recognised that a bird in the hand was worth two in the bush. Anything like Imperial federation, an effective union of the self-governing States, was not, as some thought a dream; but, certainly, at present, it was little more than an aspiration, though the sentiment which made it an aspiration possible of attainment was one of great and growing force. (Cheers.) But the dependent Empire was a great present-day fact. There was no doubt of its actuality or immense importance, and certainly we should be mad if in the pursuit of any more distant and doubtful however attractive project, we neglected the development and defence of those great possessions which were absolutely ours to-day. (Hear, hear.) Lord Milner went on to say that he did not wish to be understood as suggesting that there was anything incompatible in the pursuit of both those ends, and he proceeded to show that success in one was dependent on success in the other. He characterised as a hopeless absurdity the idea, which seemed to have a fascination for some untutored minds, of extending what was called colonial self-government to India. But when he said that, let him not be thought to ignore the importance of giving native capacity for government all the scope we possibly could. Next to the urgent economic problems, this must always be, it seemed to him, the first solicitude of Anglo-Indian statesmanship. He contended that we should lose no opportunity of interesting the self-governing States of the Empire in the affairs of the dependent Empire. In the long run—and let them please remember that his whole purpose that night was a peep into a somewhat distant future—he could not picture the people of the United Kingdom alone remaining solely responsible for the dependent Empire, carrying the whole of the white man's burden so far as it fell, as it did very largely fall, upon the British race. For the present the responsibility for the dependent Empire must rest with us alone, but that it always must, ought or could so rest, he absolutely denied. Lord Milner discussed at some length the attitude of the self-governing colonies towards the coloured races, and said that he regarded this as an evidence of one of the dangers we ran from the fact that colonial acquaintance with and interest in our dependent Empire was still so limited. If there was more interdependence there would be less misunderstanding. He had often thought when confronted with some outburst of anti-Asiatic prejudice in South Africa what an enormous difference it would mean if there had been only a few men in the country, themselves South Africans, who had been members of the Indian Civil Service, for his experience was that the coloured races under British rule had no stouter champions than British officials who had lived and worked among them. (Cheers.) Lord Milner spoke of the necessity of the establishment of some form of Imperial Council and said that whatever questions he found himself discussing, he always got back to this—that the maintenance of the British Empire in the long run was dependent upon our capacity as a race to evolve some sort of new organization which was suited to the new conditions. (Cheers.)

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity *	despatch-vessel	1700	12	3000	Comdr. E. La T. Leatham	Hongkong
Astræa	cruiser, 2nd class	4360	10	9000	Captain E. C. Ryan	Singapore
Badford	cruiser, 1st class	9700	—	—	Capt. E. S. Erskine	Shanghai
Bramble	river gunboat	710	2	900	Com. Hon. K. O. B. Bridgeman	Hongkong
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Hongkong
Cadmus	sloop	1070	6	1400	Comdr. B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. C. D. S. Raikes	Chinkiang
Fame	torpedo boat destroyer	360	5	5700	Lieut.-Comdr. Gresson	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. R. Nugent	Weihaiwei
Handy	torpedo boat destroyer	275	5	4000	Lieut.-Comdr. W. H. Darwell	Hongkong
Hart	torpedo boat destroyer	275	5	4000	Lieut.-Com. Dickens	Hongkong
Janus	torpedo boat destroyer	280	5	3800	Lieut.-Comdr. Freemantle	Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. G. La Marescaux	Hongkong
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursby, R.N.	Japan
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. S. Tennyson	Yangtsze
Monmouth	cruiser, 1st class	9800	—	—	Capt. Geo. W. Smith	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	Hongkong
Nightingal	river gunboat	85	2	240	Lieut.-Com. Rey	Yangtsze
Otter	torpedo boat destroyer	360	6	6300		Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. Tickell	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Tennyson	Yangtsze
Taku	torpedo boat destroyer	250	6	6500	Lt.-Comdr. D. Strath	Hongkong
Tamar	receiving ship	4650	6	—	Commodore Stokes	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Godfrey	Yangtsze
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Hongkong
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. Stevenson	Hongkong
Waterwitch	surveying ship	629	—	450	Comdr. H. T. Douglas	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Com. J. Kiddle	Hongkong
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtsze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Todd	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

Flag of Vice-Admiral Sir Hedworth Lambton, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4309	25	9000	Capt. Wilhelm Pacher	Amoy
Leopard	Austro-Hungarian cruiser	1530	—	—	Capt. Mildenberg	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Fournier	Saigon
Alouette	French gunboat	506	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	670	Lieut. Audouard	Hongkong
Bruix	French cruiser	4210	16	8300	Comdr. Rochas	Shanghai
Coronade	French gunboat	150	—	—	Reserve	Saigon
Comète	French gunboat	590	6	500	Comdr. J. Gervais	Saigon
Decidée	French gunboat	545	10	1000	Lieut. de Linares	Shanghai
D'Entrecasteaux †	French cruiser	11,242	26	13,500	Capt. Thibault	Shanghai
Estoc	French gunboat	141	—	—	Reserve	Saigon
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	303		Saigon
Henri Riviere	French gunboat	—	—	—		Haiphong
Jacquin	French gunboat	200	6	308	Reserve	Haiphong
Lion	French gunboat	500	—	—	Reserve	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Raget da la Touche	Saigon
Mosquet	French destroyer	307	6	300	Lieut. Roche Kerandraon	Saigon
Olry	French gunboat	—	—	—	Lieut. de Maindreville	Upper Yangtsze
Pelho	French gunboat	130	—	—	Lieut. Pusch	Tongku
Pistolet	French torpedo-boat	350	7	300	Comdr. Mortenol	Hongay
Protet	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable *	French battleship (reserve)	9487	8	6071	Capt. Drouet	Saigon
Styx	French gunboat	1798	10	1700	Lieut. Seriot	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Reserve	Saigon
Vauban	French torpedo-depot	—	—	—		Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Vigilante	French gunboat	123	7	500	Lieut. Dumoulin	Sihiang
Vipere	French gunboat	475	—	—	Reserve	Saigon
Furst Bismarck	German flagship	10,680	36	14,000	Captain Wurmbach	Shanghai
Iltis	German gunboat	900	10	1300	Comdr. Kissel	Shanghai
Jaguar	German gunboat	900	10	1300	Count von Posadowsky-Wehner	Amoy
Laipzig	German cruiser	3250	—	—	Comdr. Engel	Amoy
Luchs	German gunboat	900	10	1344	Comdr. Bülken	Shanghai
Niobe	German cruiser	2600	—	—	Capt. Langemak	Hongkong
S. 90	German torpedo-boat	400	—	—	Lieut. Jakobi	Tsingtau
Taku	German torpedo-boat	280	—	—	Lieut. Hasse	Tsingtau
Tiger	German gunboat	900	10	1300	Comdr. von Koss	Hongkong
Tsingtau	German river gunboat	223	5	1300	Capt. Lieut. Fortsch	Canton River
Vaterland	German river gunboat	223	3	500	Capt. Lieut. Tonssaint	Kongsee River
Vorwarts	German river gunboat	—	3	500	Lieut. Riechers	Kongsee River
Vesuvio	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
Rio Lima	Portuguese gunboat	720	—	—	Captain Pedroso	Macao
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign David Lyons	Cavite
Callao	U. S. gunboat	600	10	208	Lieut. Guy Whitlock	Japan
Chattancoga	U. S. cruiser	3100	25	4500	Comdr. Frank Marble	Hongkong
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Frank McCrary	Cavite
Cleveland	U. S. cruiser	3213	19	7500	Comdr. J. T. Hewton	Cavite
Colorado	U. S. cruiser	13,500	—	—	Capt. S. H. Staunton	Cruising
Concord	U. S. gunboat	1710	—	—	Comdr. J. H. Sears	Shanghai
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign G. V. Stewart	Cavite
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Ensign C. W. Nimits	Cavite
Denver	U. S. cruiser	3200	18	7500	Comdr. W. B. Caperton	Japan
Galveston	U. S. cruiser	3100	25	5400	Comdr. B. W. Hodges	Hongkong
Helena	U. S. gunboat	1397	8	1300	Comdr. R. M. Hughes	Shanghai
Maryland	U. S. cruiser	13,500	—	—	Capt. C. Thomas	Cruising
Monadnock	U. S. monitor	4000	6	5000	Lt.-Comdr. Miller	Olongapo
Monterey	U. S. monitor	4000	—	—	Lieut. D. W. Todd	Olongapo
Pennsylvania	U. S. cruiser	13,500	—	—	Capt. A. Ward	Manila
Quiros	U. S. gunboat	—	—	—	Lieut. H. P. Parrill	Yokohama
Rainbow	U. S. flagship	—	—	—	Comdr. E. E. Wright	Japan
Samar	U. S. gunboat	—	—	—	Ensign R. M. Fawell	Hongkong
Villalobos	U. S. gunboat	347	3	500	Lieut. A. Andrews	Cruising
West Virginia	U. S. flagship	13,500	—	—	Capt. J. B. Milton	Manila
Wilmington	U. S. gunboat	1397	8	1894	Commander W. R. Rush	Hongkong

Flagship of Rear-Admiral Joseph Hemphill

† Flagship of Vice-Admiral Perrin, Commander-in-Chief.

* Flagship of Rear-Admiral Richard Foy, Second-in-Command.

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Hongkong, August 6, 1908. 493

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PHONE No. 536.

JUST RECEIVED

A New Consignment

OF

PARIS MODES and GOWNS.

679

BIRTHS.

At Stokes' Bungalow, The Peak, on 7th August, the Wife of J. FINLAY MILLER, of a Son.

KAUFNER.—On the 25th inst., at Yokohama, to Mr and Mrs J. KAUFNER, a Son.

GOLDSTEIN.—On August 2, 1908, at Shanghai, to Mr and Mrs MARCO GOLDSTEIN, a Son, Lazareth.

FULLERTON.—On Monday, August 3, 1908, at Ennerdale, 50 Sinza Road, Shanghai, to Mr and Mrs A. R. FULLERTON, a Daughter.

DEATHS.

KIMPTON.—On August 1, 1908, at Shanghai Ernest Leslie, infant son of Mr and Mrs H. E. KIMPTON, aged 10 months.

WILSON.—On August 2, 1908, at 22 Nanking Road, Shanghai, EDWARD GOULDING, aged 13 years and 6 months, only son of E. G. Wilson.

ELLIS.—On August 3, 1908, at No. 35 Sinza Road, Shanghai, JOHN STANISLAUS, son of Francis and Lillie Ellis, aged 11 months.

THORN.—At No. 84-A Bluff, on Monday, 27th July, ROLLAND MORSE, only son of Mr and Mrs CHAS. H. THORN, aged one year.

MEMOS FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Household Furniture, at No. 30, Leighton Hill Road.

Miscellaneous.

Goods per *Catherine Apear* undelivered after 4 p.m. this date will be landed.

General Memoranda.

MONDAY, August 10:—
Transfer Books of The Hongkong and Whampoa Dock Co., Ld., close from this date to 24th August, inclusive.
Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 22nd inst. inclusive.
Goods per *Yarra* unclaimed after this date at Noon will be subject to rent and landing charges.

TUESDAY, August 11:—
Goods per *Delhi* not cleared at 4 p.m. on this date subject to rent.
2.20 p.m.—Auction of Household Furniture, &c., at Mr Geo. P. Lammert's Sales Rooms.

WEDNESDAY, August 5:—
2.30 p.m.—Auction of Valuable Furniture, &c., at Nos 8 & 10, Ice House Street, 'Carlton House Hotel.'

THURSDAY, August 13:—
Goods per *Bengloe* undelivered after this date subject to rent.
Goods per *Banca* not cleared at 4 p.m. on this date subject to rent.

SATURDAY, August 22:—
Noon.—Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, August 24:—
Noon—Meeting of Hongkong & Whampoa Dock Co., Ld., at Co.'s Offices.

NOTICE.

Letters relating to business should be addressed to THE MANAGER.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of the 'CHINA MAIL *should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts., Credit 20 cts., per copy.*

Alterations and additions to Advertisements on Pages 1, 2, 3, 6 and 7, should be sent to our Office at 5 Wyndham Street not later than 11 a.m. New Advertisements should be sent to our Office at 8, Queen's Road, Central before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Mail, Hongkong, Telephone No. 22.

The China Mail.

HONGKONG, FRIDAY, AUGUST 7, 1908.

MONGKOKSUI.

On the whole we are inclined to agree with His Excellency the Governor that no good purpose could possibly be achieved by further postponing action in regard to the provision of an adequate typhoon shelter at Mongkoksui. Indeed, Sir FREDERICK LUGARD was not too emphatic when he said that such a step would be nothing more or less than culpable vacillation. It is no new question has been before the Colony on and off these twenty-five years, though the disastrous typhoons of recent years, together with the gradual disappearance of the natural shelters which existed on the island and the Kowloon peninsula before the reclamation schemes were carried out, have brought the matter insistently to the front. The Government have been very frank in this matter, placing all possible information at the disposal of the unofficial members of the Council, and through them before the public at large. They have not been above seeking available advice, have thrashed out the question in all its bearings in correspondence with the Chamber of Commerce and the Typhoon Committee, as shown in the letters published this week, and they have finally devised a scheme which, generally speaking, meets with the approval of the Colony, or at any rate of a very large majority of the residents. The only matter in dispute was really the always contentious one of ways and means. Of course it was to be expected that the shipping interests would raise a protest at the increase in the light dues which the scheme necessitates, but that is only in accord with the usual manifestations of human nature. We all prefer when public expenditures or new projects are rendered necessary by the exigencies of the time that our own pockets should escape as lightly as possible, or better still that the other fellow should foot the bill. But we think the increase will not be found to be such an onerous impost as the shipping firms imagine, and that in their heart of hearts they are really rejoicing that they have escaped so lightly. Hongkong will sleep happier o' nights when the new shelter is finished and all the more so that the broad principles of humanity fully justify the Colony in shouldering the heavy cost.

NEWS OF THE DAY.

Owing to pressure on our space we have been compelled to hold over the Correspondence with regard to the new Typhoon Anchorage.

Last night the body of a European, who appeared to have been a fireman on a ship, was recovered from the harbour but there were no papers on him which would in any way reveal his identity.

The issue by *The Times* of a volume of Mr Asquith's speeches recalls a story of the Prime Minister's boyhood. As a lad in his 'teens, Mr Asquith was notable for his abstention from all games. The reason for this absence and the place of his refuge when cricket and football were the order of the day were accidentally discovered by one of the masters, who came across the future Prime Minister immersed in the perusal of *The Times* in the back parlour of a bookseller who lent out a copy of that paper at a fee of a penny per reading. The embryo statesman was thus accustomed to spend his spare time in studying contemporary politics and history.

One of the most interesting articles in the current number of *The Century* is Professor Percival Lowell's "Proofs of Life on Mars." He has not the slightest hesitation in saying that the red planet is inhabited by beings persumably very like ourselves. They are folk worth knowing, he declares, and the canals with which they have seamed the sides of their world show them to be of a very high order of intelligence. He seems to imply a suggestion that it is not scientifically impossible we may some day communicate directly with these kinsman beyond the outer ether. But Mars is very hard up for water, and long before pleasant life has ceased on this world our remote kindred will have died of thirst.

Talking with a friend some five or six weeks before his death, the conversation casually turning on death duties, Sir Henry Campbell-Bannerman said, "People seem to think I am a rich man. I am afraid they will find themselves disappointed. I have tried in my time to do some small service to the State, but it will not be posthumously continued in the shape of excessive death duties." Like all his appreciations of himself, this may probably turn out to err on the side of modesty. Sir Henry became in his time the heir to two fortunes, and though he lived generously, entertaining lavishly both in his country home and his town residence, his expenditure was not extravagant. It certainly did not take the form of financial speculation, which within the space of a year, reduced the patrimony of one of his Cabinet colleagues to what, by comparison, was a mere pittance. It is said by some having intimate knowledge of the private relations of the late Premier, that among the beneficiaries of his will will be found the wife of one of his proteges whom he advanced to high administrative position, with a seat in the Cabinet.

YOU would like it at first because of the pleasant taste; afterwards, because of the good it would do you. That's Scott's Emulsion of Cod Liver Oil.

THE TURKISH MINISTRY.

(*Exclusive Service supplied by Reuter, via Bombay.*)

LONDON, August 7.

Two Christians have been appointed to the Turkish ministry: they are Prince Mavrogordato, a Greek, who has been given the post of Minister of Agriculture, and Gabriel Effendi, an Armenian, who takes the portfolio of Public Works. All the Ministers are new men.

THE AIRSHIP DISASTER.

(*Exclusive Service supplied by Reuter, via Bombay.*)

LONDON, August 7.

Subscriptions are pouring in on Count Zeppelin from all quarters of Germany. One capitalist has given £5,000 sterling towards the building of a new airship.

TYPHOON WARNING.

The following telegram has reached the American Consulate-General from the Manila Observatory:—

August 6th, 1908 at 6 p.m. Cyclone or typhoon N. of Aparri filling up.

NEWS OF THE DAY.

To-morrow is the first day of Autumn in the northern hemisphere, according to the Calendar.

Korea is the latest country which the Salvation Army authorities have resolved to attack. Officers have been appointed by General Booth to begin the work, and they will sail for the Far East early in August.

The Home Office in London has informed an anxious enquirer that "the Union Jack is to be regarded as the national flag and may be used generally by British subjects on land." That settles a long-disputed question.

Not only did Clyde shipbuilding show a heavy falling off in work during the last half-year, but some of the yards are at present without a new order. Vessels launched totalled only 130,000 tons, compared with 304,000 tons for the corresponding period last year.

A telegram from Rome states that on the celebration of his jubilee, in September next, the Pope will hold an important consistory, at which sixteen new cardinals will be made, including six Italians, two French, one English, two Americans, two Austrians, one German, one Portuguese and one Spanish.

This afternoon Hon. Mr Pollock, K.C., appeared before the Chief Justice and the Puisne Judge at the Supreme Court to ask leave to appeal on behalf of the Russo-Chinese Bank against the decision in the case Li Yau Sam v. Russo-Chinese Bank. His chief point was misdirection of the jury. The application was granted.

Which is the most mysterious statue in London? According to a contributor to Notes and Queries that of Queen Anne at the gate named after her deceased Majesty in Westminster. The name of the sculptor, the date of erection, and the source of the funds are "absolutely unknown." That being so, who is prepared to make an affidavit that the lady is really Queen Anne?

An amusing story of an unconscious rebuke is told by Sir John Hare in his reminiscences. It happened at a performance given at Sandringham of "A Quiet Rubber." A lady in the audience was talking somewhat loudly to her neighbour during the performance. This happened at a point in the play when I, as Lord Kildare, had just "revoked" at whist. On being reproached by my partner, Mr Sullivan, for my carelessness, I had to reply, according to the text of the play: "I am extremely sorry, Mr Sullivan, extremely sorry; but really, with this continuous buzz of conversation going on, it is perfectly impossible to play." This apparently pointed remark was received with a roar of laughter, in which I was afterwards told the King joined heartily.

SOCIAL AND PERSONAL.

Mr Tsutsuki, head of the Japanese Commission to the Hague Conference, has been created a Baron.

Mr Justice Gompertz has been deputed by the Chief Justice, Sir Francis Piggott, to preside at the August Criminal Sessions.

The new first officer of the Astræa on recommissioning is Lieutenant M. F. Cochrane, who will also act as gunnery officer. Lieutenant Cochrane has served in the Royal Navy for 15 years, and his present rank came to him as a reward for his services in the China War of 1900, he being then a sub-lieutenant of the flagship Centurion. He accompanied the Naval Brigade to Peking, shared in the fighting on the way, and was mentioned in despatches (medal with clasp).

AS A LAST RESORT.

BEFORE going to the expense of calling a doctor for a case of diarrhœa or dysentery, procure a bottle of CHAMBERLAIN'S Colic, Cholera and Diarrhœa Remedy, and you will be more than with the result. There is no other medicine in the world that has had so many lives as this remedy. For sale by all chemists and storekeepers.

THE BOXER INDEMNITY.

CHINA THANKS AMERICA FOR REDUCTION.

(*Chinese Mail's Service.*)

PEKING, August 6.

Tang Shiu Yee has been ordered to proceed to America to thank the U. S. Government for the reduction in connection with the Boxer indemnity.

Tang Shiu Yee intends to take along with him some ten scholars to study American industries.

VICEROY SUM CHEUNG HSIN.

RECEIVES PRESENTS FROM THEIR MAJESTIES.

(*Chinese Mail's Correspondent.*)

PEKING, August 6.

The late Viceroy of Canton, Sum Cheung Hsin, who is well known in Hongkong, still continues in the good graces of Their Majesties, the Emperor of China, and the Dowager Empress of China, who have graciously sent him a present of summer medicines and tea.

ALLEGED ASSAULT BY A SERGEANT.

Washerman As Complainant.

Sergeant Taylor, of the 25th Co., Royal Engineers, was summoned by Lau Kau Wan, before Mr J. R. Wood, at the Magistracy this morning for assault.

Mr G. E. Morrell appeared for the defence.

In giving evidence complainant stated that he had washed clothing for one or two companies of the Royal Engineers for over two years and on the first of the present month he was at Wellington Barracks collecting money. Meeting the defendant complainant had told him that he had washed 77 pieces of clothing for him and the amount due was $2.31. Defendant said that he had lost a white handkerchief and a pillow case, and that he must return them before he was paid. Complainant returned later to the barracks with the missing articles, and saw the Sergeant who took him to his room and produced a pair of white trousers which he said had been destroyed in washing. Then the defendant, without saying anything, struck him three times on the face. Witness ran, and was chased by defendant. As he fled downstairs his hat fell off, and he nearly fell too. Defendant threw his hat after him. He went to the Pay Office where he saw three officers, but as they had no time to speak to him he went to the Magistracy and took out a summons. He did not lose any of defendant's clothing.

His Worship—Are they (the pieces of clothing produced) the same, or some that you bought?

Complainant—These are new: I bought them. Defendant had blackened his lower lip and loosened one of his teeth. He worked for complainant till the 20th ultimo, and was told he was not a good humoured man.

Cross-examined: The 40th Co. have sacked you, haven't they?—I haven't done any work for them this month.

That is owing to your unsatisfactory washing?—No. It is only that the defendant and some of the soldiers lodged complaints.

The clothing in Court was never delivered by you to the defendant. You bought the articles new and brought them to Court?—He told me to go back and get his clothing for him. As a matter of fact, I did not lose his articles.

In the defendant's room you got very excited and talked as only a Straits Chinaman can talk?—I did not say anything.

You swear that the defendant hit you without saying anything? Do you expect the magistrate to believe that?—He spoke to me, but before I could reply he hit me.

He told you to get out?—He didn't. Why should he tell me to get out?

I'll tell you why he told you to get out. Because you were talking to him in a most excited manner:—I said nothing at all.

What did he hit you with?—His fist.

Let me have a look at your face. Where are the marks?—Seven days are passed now.

You were taken by the shoulders and pushed out of his room weren't you?—No, he struck me and I ran away.

Defendant said complainant washed clothing for him for two months. The first month he was very unsatisfactory, but when defendant complained he promised to do better. The second month he went from bad to worse. Before his contract terminated with the 40th Co. witness had lost four articles of clothing. When defendant saw complainant, who had left a pair of broken kneed trousers in his bunk during his absence, he called him into his room to speak to him. Defendant asked him what he meant by returning such things. Complainant refused to replace them, so defendant asked him to leave. The washerman continued to talk and defendant threatened to push him out if he did not go. As he still refused the defendant pushed him out, and when he saw him later threatened to sue him if he did not replace the missing clothing. Sergeant Saunders of the 40th Co. Royal Engineers testified that there were no marks on complainant's face.

The summons was dismissed.

CANADIAN BUSH FIRE.

NUMBER OF DEATHS EXAGGERATED.

(*Exclusive Service, supplied by Reuter, via Bombay.*)

LONDON, August 6.

From the latest information it appears that the loss of life in connection with the disastrous bushfire which swept over a hundred square miles in the Crow's Nest region of British Columbia has been greatly exaggerated. Probably no more than seventy lives have been lost.

The latest trains out to the doomed region passed through immense sheets of flame and the carriages were repeatedly set on fire.

Over four hundred refugees have struggled into Nelson township and stores for the relief of those who have suffered by the fire are pouring in from all directions.

TRADEMARKS IN CHINA, JAPAN AND KOREA.

(*From Our Own Correspondent.*)

SHANGHAI, August 7.

Tokyo wires that the trademarks treaty between America and Japan respecting the protection of trademarks in China and Korea was ratified yesterday afternoon.

CHINA'S SALT MONOPOLY.

THRONE MEMORIALIZED.

(*Chinese Mail's Service.*)

PEKING, August 6.

The Board of Revenue has memorialized the Throne to appoint special commissioners to the various provinces to investigate the salt monopoly.

THE OPIUM QUESTION.

DEALERS MUST OBTAIN LICENSE.

(*Chinese Mail's Service.*)

PEKING, August 6.

It has been decided that after Tuesday, August 11, all opium smokers, and those who deal in prepared and unprepared opium, must obtain a license.

[The telegram does not state whether this applies to the whole of the Empire or only to Peking.—ED., *C.M.*]

SUGGESTED PARLIAMENT FOR CHINA.

GRAND COUNCIL HAVE HEARD SPECIAL MESSENGER.

(*Chinese Mail's Service.*)

PEKING, August 6.

Tuan Fang, Viceroy of the Two Kiangs, has sent a special messenger to Pekin to personally memorialize the Grand Council with regard to the many advantages of a National Assemblage (Parliament).

The members of the Grand Council expressed their pleasure at hearing the views which were put before them.

[REUTER'S SERVICE.]

RETURN OF PRESIDENT FALLIERES.

LONDON, August 5.

President Fallieres has returned to Paris.

TURKEY.

LONDON, August 5.

The Turkish Minister of Marine has resigned. The public, who are excited and impatient, insist on the withdrawal of the whole cabinet, and the formation of a homogeneous liberal ministry.

It is reported that four other ministers have resigned.

AIRSHIP DISASTER.

LONDON, August 5.

Count Zeppelin's airship broke from her moorings during a gale at Stuttgart, afterwards catching fire and disappearing in the air. Court Zeppelin is safe but there are several others injured.

DEATH OF A "TIMES" CORRESPONDENT.

LONDON, August 5.

The death is announced of M. Lavino, Paris correspondent of the "Times."

TAX ON SHIPPING.

COUNCIL PASSES RESOLUTION.

Speech By The Governor.

In proposing the following resolution—Resolved that on and from the 1st January, 1909, the owner, agent or master of every ship, which enters the waters of the Colony, shall pay the following Dues to such officer as the Governor may, from time to time, appoint:—(1.) For all River Steamers, which enter the waters of the Colony by day or by night:—Five sixths of a cent per ton register. (2.) All other ships, which enter the waters of the Colony:—Two cents per ton register. Exemptions:—British and Foreign Ships of War.—His Excellency said—It will be within the recollection of members of the Council that in the debate on the Estimates which took place on the 3rd October last year, the Hon. Mr Osborne, whose absence to-day I greatly regret, urged upon the Government in a very eloquent—I may say in a very impassioned—speech that there should be no further delay in the erection of another typhoon shelter. He reminded us of the good resolutions which had been formed after the typhoon of 1874, when it was said that some 28,000 lives were lost, and he reproached the Government that nothing had been done for 25 years. In September, 1906, according to his estimate, 10,000 lives were lost. He was supported by the unofficial member representing the Chamber of Commerce, the Hon. Mr Hewett, who stated that in his opinion the typhoon shelter was urgently needed. Mr Hewett only spoke as he had spoken previously in the debate in 1906. On that occasion he said that the necessity for another typhoon refuge was admitted by all and that it ought to be built at the earliest possible date. He contrasted the cost which the Colony had to bear by the frequent disasters and loss of property incurred by recurring typhoons with the capital cost involved in the erection of a new shelter. In that debate in 1906 the senior unofficial member representing the Chinese community also gave his verdict in favour of an additional typhoon refuge and argued it on the grounds not merely of the safety of material property but on the broader grounds of humanity. The Press of this Colony has been unanimous in supporting the urgent necessity, the immediate necessity of building another typhoon refuge, and they have impressed on the Government that they are incurring a very heavy responsibility in delaying its construction on any grounds whether financial or otherwise. The speakers in the debate last year spoke to those who were already convinced. I myself said in that debate that I thought it an urgent necessity for the Government to afford adequate protection to the small craft frequenting this harbour. I said that in my opinion there should be no delay in making that refuge, and endorsed the pledge given by my predecessor that it should be undertaken at once. It therefore remained for the Government to decide in what way the money should be provided. After careful study of the finances of the Colony and of the steps which had been adopted in similar crisis, I came to the conclusion that the cost should be defrayed by an additional impost on shipping in the form of an increase in the light dues. The reasons which prompted me to this conclusion are in brief form in the papers which have been laid on the table to-day in the memorandum which was communicated to the Chamber of Commerce. I will not go into detail on that subject in introducing this resolution, but I shall be glad to give any additional information that may be required later. I will add one or two remarks to the observations contained in the memorandum. In the first place it may be said that this typhoon refuge is mainly for the benefit of native craft. Why then should the native craft not pay for it? The answer to that I have briefly given in the memorandum, namely that it is not only the native craft that benefit but European shipping. As European firms themselves said in one of their earlier letters, "We materially benefit from the typhoon refuges." To this point I shall recur later in the observations I am now making. The following facts may, I think, be of interest to you: In 1907 it is calculated that licensed and unlicensed junks paid 3 cents per ton. That is one cent more than is now asked from ocean shipping as a temporary means to provide for this shelter. It has been calculated, too, that of the revenue, produced by the fees and other charges on native craft 59.3 per cent. is spent upon them, whereas for the ocean shipping 83.5 per cent. of what they produced is spent upon them. Fishing junks pay practically the same as trading junks. River steamers, on the other hand, paid only ½ cent per ton by night, equalling 0.19 or one-seventh a ton on all river tonnage entering the harbour. We therefore have calculated that in the increased percentage they shall pay in the resolution now before the Council. In going into this question it was demonstrated that the fees levied on cargo boats, lighters, and water boats was somewhat inadequate, and this is why they have been raised. In the second place I would remind the Council that in December 1896 the unofficial members of this Council were unanimous, with one exception, that the light dues should be permanently increased, not temporarily, to 2½ cents per ton. That recommendation was not at the time accepted. Again in 1902 the committee appointed to investigate sources of possible increases in the revenue, proposed that 2½ cents should be levied on shipping, so that the proposal now before the Council is not a novel one. It is one which has already been fully investigated and one which has been unanimously approved in this Council with one exception. The papers which have been laid on the table show that during the time the light dues were increased for the erection of the Gap Rock lighthouse to 2½ cents the tonnage entering this port steadily increased, but it was noticeable that the tonnage of junks remained stationary. Why was this? I think it is reasonable to assume that it is due to the fact that this harbour will not accommodate more junks in safety. You cannot expect a larger junk traffic so long as junks are exposed to the risks which they are at the present time in every typhoon which blows. It may be further asked why should this tax be imposed upon shipping only? I fear, gentlemen, that when we come to frame the budget for next year we may find that shipping is not the only industry which will have to pay extra taxation. What with the fall in exchange, what with the precarious position of the opium monopoly, what with subsidiary coinage, what with the heavy loss suffered in this last typhoon in addition to the rainstorms which preceded it, what with increased interest on railway construction, and the prevailing trade depression, I fear that the outlook is not a very bright one. Already the margin that we have over the capital expenditure on public works extraordinary has fallen practically to its lowest limit. It only stands at two-thirds of what it was last year and is only sufficient to continue to works already under construction and those minor works which from year to year become absolutely necessary. Next year we shall have to provide $150,000 extra for interest on railway construction and these sums for the railway will go on steadily increasing until they culminate in 1911 when we shall have to create a sinking fund on our borrowings. In that year including interest and sinking fund, we may assume we shall have to pay four and a half per cent on one million sterling and three and a half per cent on half a million sterling. That will amount to a capital sum of £9,0,000, or £55,000, which in the falling rate of exchange will mean something like $600,000 out of our revenue. I think Hon. members will agree, after what I have said, that the Government may feel that it has a mandate, a mandate of quite an extraordinary and unanimous description, to undertake the construction of this refuge. It has been urged in the strongest terms in this Council. It has been urged by the Chamber of Commerce. It has been urged by committees which represent the varying interests of this Colony. It has been urged by the local Press. Acting on that mandate the Government has prepared a scheme and it has come to definite decisions. The sanction of the Secretary of State to the proposals has been asked and we have already gone to the extent of acquiring a dredger to commence the work. I think therefore that we must say that the decision to build a shelter is one that has been taken by the community as a whole and not merely by the Government. The pledge of the late Governor and myself that this should be undertaken without delay was unanimously welcomed. Therefore we have acted up to it. Reconsideration of this fundamental question appears to me now to be impossible. If the Government were to hang up the question again, to reopen the arguments on various sides, it would in my opinion lay itself open, and justly, to the charge of vacillation and ineptitude. I will not travel over the various arguments which have been employed in this question, but I will recapitulate very briefly in order to show of what the mandate consisted. In 1904 the Chamber of Commerce urged that Causeway Bay was inadequate. They also said it was on the wrong side of the harbour and that they would welcome a change of position. They welcomed a larger area. They added that they had constantly urged that since 1898 unofficial members of the Council, including the representative of the Chamber of Commerce and the shipping interest, endorsed this view. The Typhoon Committee was unanimously in favour of the typhoon refuge to be established at Mongkoktsui. In their last letter the signatories who represent the shipping interest say: "It is quite true that two of those who signed the protest had also signed the report of the Typhoon Refuge Committee." But, gentlemen, if you turn to the list of members of that Typhoon Committee you will find the representatives of the P. and O., Jardine, Matheson & Co., Butterfield and Swire, Gibb, Livingston & Co., David Sassoon & Co., and Shewan, Tomes and Company. You will find that six of the shipping firms recorded their opinion that this typhoon refuge was absolutely necessary and that it should be constructed at Mongkoktsui—six out of the eleven signatories who happened to be on the committee. In addition there are three other signatories of leading shipping firms who I notice did not sign the present protest. Finally, the question was referred to the Public Works Committee of this Council. They unanimously recommended that the typhoon shelter should be built at Mongkoktsui. Their recommendation carries greater weight than perhaps any other, in this Council and elsewhere, looking to the fact that the day before that committee revised an estimate in which it was stated that the typhoon shelter would cost a million and a half of dollars. In spite of that they recommended that it should be built. The Public Works Committee included, I think, the Chairman of the Chamber of Commerce who also represents very important interests in this Colony. A fiercer light beats upon a scheme when you know who has got to pay for it and in the last letter which came from the Chamber of Commerce or from the shipping interests they practically say that it is quite true that some of them signed that typhoon report. They, however, were under the impression that Government was going to pay for it. With that I certainly sympathise. It is no doubt human nature that it should be so. I expected a protest from the shipping industry, and they drew a very doleful picture of the ruin and disaster which is going to overtake the Colony in consequence of the extra cent in light dues, but practically their arguments, I think, may be summed up in two general views. The first is that the tax is too heavy; the conditions are not the same as they were ten years ago when the Gap Rock Lighthouse was built. Competition is keener; ships are larger and pay more in dues, and rival ports are springing up. Secondly, they say they are not opposed in principle, but would like a longer time. They would like the contribution to be spread over a longer time. In order to meet their views I have reduced the proposed tax from 2½ cents to two cents, and it is now spread over a period of eleven years instead of five years as was anticipated at first. In the letter written at my instance by the Hon. Colonial Secretary to the Chamber of Commerce I examined the proposal to finance the scheme by means of an overdraft on a local bank at six per cent. I proposed a counter scheme myself, into which I will not go at the present moment until I hear the views of unofficial members upon it. After all, gentlemen, what is the matter in dispute? The shipping agrees to the principle; it agrees to the half cent. The Government has knocked off half a cent. There is therefore only half a cent in dispute. Half a cent at the present returns from shipping represents a sum of $40,000 a year. I notice that the signatories to this protest all represent British firms. If you turn to the Harbour Master's report for last year you will find that the tonnage on British ships stood at 5,922,850, and on foreign ships at 5,589,393. That is to say, it is practically half and half. The extra liability thrown upon the British firms amounts to $20,000 per annum. Really, gentlemen, I think that is a small sum, and it is hardly worth the indignant protests which have been received by the Government in the matter. If indeed the disastrous effects which the shipping interests contemplated will follow upon the policy of the Government it may perhaps after some years trial be possible to alter our fatal course, but in the meantime I think, as I have already stated, that the proposal which is now before the Council is a reasonable one, and a moderate one. With regard also to the point as to the onus which falls upon the shipping, it will be interesting for you to know that careful calculation shows that during 1907 including charges for light dues, and buoys, the charge to each P. and O. mail steamer was $248, the charge to each Messageries Maritimes steamer $144, and to each German steamer $203. These, gentlemen, don't seem to me to be at all outrageous figures. It is to me a matter of the very greatest possible regret that we have not reached perfect unanimity on this question. The decision is a very grave one, and I can assure you it has been duly weighed. It is not pleasant at any time to impose extra taxes, least of all at a time when the community is suffering from great depression; most of all is it distasteful when the proposition is opposed by members of the community of such weight and standing as those who have signed this protest, members of the community whose views are entitled to receive the utmost weight and consideration from the Government. I had hoped that the compromise of two cents per ton would have produced unanimity, and I greatly regret that it has not done so. It is as we all know, a year of increased taxation. We know that at Home, in the United Kingdom, in Japan and other places in the Far East, and all round, the burden of taxation is increasing, and we cannot hope that Hongkong should remain exempt. Now, gentlemen, turn to another aspect. In this matter Government is placed, as we may say, under cross fire. On the one hand I find myself standing here to-day to defend the principle of constructing a typhoon refuse. What I expected to have to defend the Government on, if anything, was the question of delay in not having done it sooner. I trust I have carried with me those who were still doubtful about the shelter. I will now endeavour to do my best to show to those who have urged that it should have been done long ago that there has been no undue delay. In the debate on September 17th on the estimates, which was practically the first meeting of the Council I attended, I stated that I concurred in the principle of the typhoon refuge. On October 3rd, in reply to the speeches of Mr Osborne and Mr Hewett, to which I have already alluded, I said an estimate had been received for $1,400,000 and as this seemed an enormous sum I had to refer it back to the engineer who prepared it to see if it could be reduced. On December 19 the revised report of the engineer had been received, and was immediately laid before the Public Works Committee when they asked for further time to consider the report and the plans on a work of such great magnitude. On January 4 they reported. There was still some lingering doubt in my mind as to the position of the shelter, and I took the opportunity to again consult the Chinese merchants through the Hon. Registrar-General, and asked their views as to the position of a shelter. I was assured that they were strongly in favour of Mongkoktsui, and if they had hesitated between that and any other position it was simply because they believed the Government would erect an adequate one which would afford perfect safety against typhoons. Having received the unanimous report of the Public Works Committee I went fully and carefully into the question of finance. That naturally occupied some little time, and on March 7th I submitted the proposals to the Secretary of State. On May 27th, having had no reply from him, I telegraphed the Secretary of State, receiving in reply the answer that the matter had been referred to the Lords of the Treasury and the consulting engineers. On July 15th I again telegraphed, and I received the reply that the consulting engineers proposed certain modifications. On July 20th I again telegraphed, and I asked whether the consulting engineers could submit by telegraph the chief points on which they wished further information. On August 4th I received a reply saying that the consulting engineers adhered to their desire for information on certain points, but that we could proceed at once with a portion of the dredging. Meanwhile correspondence was continued with the Chamber of Commerce, the result of which is now before you on the table. We also secured the dredger, and Council will, I think, agree with me that there has been no waste of time in this matter. They will also agree that overhaste in so important a work would have been even worse than some delay. I have alluded to the dredger. At the last meeting of Council, in answer to a question from the Hon. member on my right, the Hon. Director of Public Works gave full information regarding that purchase. I think we may say it was a good bargain, and I hope that its acquisition will reduce the cost of the typhoon shelter. I may remind you that if the dredger had been sold out of the Colony we should have had to pay monopoly rates for whatever work we had to do, and I have good reason to believe it was likely to be sold out of the Colony, and within 48 hours an offer was made. She was surveyed as late as November last, and I was advised that to redock her now would be an unnecessary expense to the Colony. She was surveyed in working condition and found to be everywhere sound and fit for her purpose. I may add too the figures given by the Hon. Director of Public Works when he contrasted the capacity of the "St. Enoch" with the "Canton River" that the maintenance of the one compared with the other is 4½ per cent. in favour of the "St. Enoch." I will add a few remarks before I resume my seat regarding the last letter which I only saw this morning from the shipping interests. They say that the last typhoon goes to show that there is no necessity for constructing another shelter at Mongkoktsui. I am informed, gentlemen, that according to the police returns, that the last typhoon destroyed 66 native craft within the limits of the harbour, and 45 lives so far are known to be lost. As you all know, these figures must be very much under the mark. In that number of 66 just quoted are included very many craft of European make. The typhoon of July 27th-28th came from the north east, and returns from the Observatory show that it never reached any point west to south. It therefore was not so destructive to native craft, and consequently to native craft in the harbour as the one of September [illegible]. But we may any day have a typoon from the west, with the same destructive results then experienced. As it was, the craft in the western portion of the harbour were unable to reach Causeway Bay. Many fled to Stonecutters and there the Morning Star, the Star Ferry Company's boat, was driven ashore. Several other vessels belonging to that Company had a narrow escape. The Kowloon Wharf and Godown Co. lost two, one drifting away and many other craft were blown out, including a "Blue Funnel" lighter. Another firm was said to have lost eight lighters. I think this goes to show, as I said before, that European built craft will benefit very much indeed from the typhoon refuge at Mongkoktsui as well as native craft. You must bear in mind that a European industry, the Wharf and Godown Co., have, I believe, something like eighty vessels employed in serving the shipping interests of the Colony. To them, at any rate, the refuge would have a very great value. The latter goes on to say that Causeway Bay was not full on that occasion. I submit to you that it is very hard to say whether Causeway Bay was full or not, seeing that the typhoon occurred at midnight, but it is admitted that there was a great compression just outside the entrance late in the evening. I have some direct evidence on that point. The Wharf and Godown Company, of whom I asked the question, informed me that they sent their lighters at 5 p.m. to Causeway Bay and at six o'clock they were told that Causeway Bay was full, and began to tow their lighters to Stonecutters, over a mile distant. When they arrived there safe they were blown out. Even if Causeway Bay were not full I don't see that this is a good argument against having the shelter on the other side of the harbour, because it is admitted that craft from the west could not get to Causeway Bay. I have been furnished with these figures showing the number of vessels which had been counted outside the shelter entrance early on the morning of the 28th—98 junks, 38 European lighters sought refuge in Kowloon Bay, Hunghom Bay, off Yaumati and behind Stonecutters, while 200 sampans were counted off Yaumati. There were also 112 native craft and four European lighters in Chinwan Bay. Presumably, had there been an adequate shelter at Mongkoktsui, all these vessels would have found refuge inside. The signatories to that letter also say that the Government suggest there was plenty of water in Causeway Bay. That, I think, is certainly not the case, and is sufficiently disproved by the fact that we are now spending $50,000 in deepening it. I have nothing more new to add, gentlemen, in submitting this resolution to the Council. It is a resolution of the greatest importance. It is a not merely a question as to the prosperity of this Colony, or as to the commercial profits of our port. It is a question of humanity. It is a question which has been debated since the year 1874, and was accentuated by the great typhoon of September 1906, when 10,000 lives were said to have been lost; also a vast amount of property belonging to our Chinese fellow-subjects was destroyed. They pay a large proportion of the revenue of this Colony and I don't think this Council should hesitate to pass this resolution which imposes some extra taxation which in this instance falls chiefly upon the European community. I recommend for your acceptance the resolution which I commenced my observations by reading.

The Hon. Attorney-General seconded.

Hon. Mr Murray Stewart—The correspondence which was circulated during the week gives the views of the Chamber of Commerce amply up to yesterday and I had hoped would have relieved me from the necessity of addressing the Council on this much discussed subject. A new feature has, however, been introduced into the controversy by the letter from the shipping companies, addressed to the Government yesterday afternoon. A copy was sent in to the Chamber of Commerce but there has not been time to hold a committee meeting. I do not know whether a committee meeting would result in the unanimous adoption of the views of the shipping companies, but it is more than probable that opinion would favour postponing this resolution until the matter has been again discussed, and in an affair of such importance it is natural that I should wish to represent fully the views of the Chamber. Two new points were raised in the letter, the first drawn from the experience of the late typhoon; the second covers the suggestion that the Government intend to fill up Causeway Bay and make a fine profit out of the resulting land. I am a little doubtful whether that point was put forward with the idea of attributing Machiavellian intentions to the Government, or merely by the way of subtly supplying a hint of a hitherto unthought of way out of our present difficulties. In any case it opens up a new possibility which should perhaps be discussed. I can easily understand that it must seem from the official point of view that an enormous latitude has already been given to discussion over this matter, but the extraordinary rapidity with which the personnel of this community changes, outside official circles, constitutes a valid excuse for the reappearance even of old arguments brought forward by new men, and justifies a special claim upon the consideration of the officials. The need of the moment is that conviction should be brought home to the minds of those who are immediately and at the moment concerned. I am such a true believer in the superiority of discussion over correspondence as a means of arriving at agreement, and this method having borne such excellent results in the recent discussion of the Health Bill, that even at the eleventh hour in view of the influentially signed protest which has been made, I would beg the Government to consider seriously whether it would not be desirable in the public interest, and in the interest of the harmonious working of this scheme, to afford an opportunity for the signatories of that protest to meet the permanent officials, who have the subject at their fingers' ends, and to hear the case for the Government proposals in all its bearings—if, that is, they still remain unconvinced by Your Excellency's statement of the case. I am hopeful that they might be convinced of the validity of the reasons which convince me that the proposals are reasonable and moderate. In any case I have been asked by the Chairman of the Chamber of Commerce to beg Your Excellency to postpone this most important resolution, say for a week, and I therefore think it is my duty on behalf of the Chamber to make this appeal.

Hon. Mr Gresson—Your Excellency, I think that the discussion has not been sufficiently brought to the notice of members of the Council, and that circumstances alter cases. It has been mentioned that in 1906, as a member of the Typhoon Committee, I was in favour of an expenditure for the Mongkoktsui refuge. That is undoubtedly so. The figures that I had laid before me, and which were sanctioned by the Public Works Committee about the same time, comprised an expenditure of some $600,000. But at that time the revenue of the Colony was not in the precarious state it is now. We did not know that at one fell swoop we were going to lose a great and important part of our revenue. Also I understood that the contribution which was promised by your predecessor to the fund, a sum of $100,000, would be available for payment of work at this refuge. Therefore Sir, you will see that at that time the Typhoon Committee only anticipated an expenditure of $300,000. That is a different thing to the sanctioning of an expenditure of $1,500,000. Your Excellency also laid great stress on the fact that the chairman of the Chamber of Commerce and its representative in this Council strongly supported it. But he also strongly opposed any increase of light dues to pay for it. The feeling in the Colony seems to me somewhat changed as to the advisability of a refuge, and I think the proposal made by the representative of the Cmber of Commerce well worth your Excellency's consideration. I would also ask that the decision should be postponed till we have had one further opportunity of discussing the whole matter, and I will second the amendment of the representative of the Chamber of Commerce.

Hon. Dr Ho Kai—Sir, I must say I am in favour of the Government granting the request of the Hon. member representing the Chamber of Commerce, which was supported by the Hon. member who has just taken his seat. Personally, I think a conference would be sufficient to settle all discussions, also to make everyone thoroughly understand the position we are in. As in the case of the Public Health and Buildings Bill, I am quite confident that this conference would be productive of much good, and I quite believe with the Hon. member for the Chamber of Commerce that the result of it will repay us. I may say that the views I expressed in September two years ago in this Council I still maintain. I say come what may, and cost what it may we must, upon the broad principle of humanity alone, do something to save these poor Chinese who live on the water and their craft from devastation by typhoons And if the cost cannot be found by increasing the light dues, then it has to be found by the increasing of rates or the assessed taxes of the Colony. The question before the Council just boils down to this: Are the ratepayers of this Colony—the majority of whom are poor—to have their taxes increased by about 70 per cent, or shall we ask the shipping firms to increase their contribution by one cent per ton for a certain number of years? As a representative of the ratepayers there is absolutely no doubt what position I shall take, and at the same time I quite understand the attitude adopted by the shipping firms. They naturally do not like to have any of the burden falling on them, but in this case I understand that the proposal of the Government is to defray half the cost out of the general revenue of the Colony, and the other half out of light dues. There is one point that was touched on by the Hon. member opposite. He spoke of the three lacs of dollars promised by the Government which included $270,000 odd and $30,000 handed over by the Typhoon Relief Committee. The Government thought this amount should be expended in the erection of a new shelter. Another point was mentioned by the member for the Chamber of Commerce which also deserved attention. That was regarding Causeway Bay when the new refuge was at Mongkoktsui. A conference might be called on the subject, and I am quite confident the result will be satisfactory.

Hon. Mr Wei Yuk—I quite agree with the hon. Dr. Ho Kai, and have much pleasure in supporting what he said.

His Excellency—Gentlemen, I think that the course of action which was pursued in regard to the Public Health and Buildings Ordinance which has been alluded to by the Hon. member who proposed the amendment now under consideration will prove to you that there is no one who more fully and strongly believes in discussion in preference to abitrary action than I do. But, gentlemen, the discussions which took place on the Public Health and Buildings Ordinance were discussions of a wholly different class to the one we are now having. They were questions of immensity of detail; questions as to how the law could best be applied in various troublesome circumstances. The question before the Council to-day is a clear issue. It is not one, I maintain, in which further postponement or further hanging up can do any real good. If I could see my way to converting one single person who does not now believe this is the best course, I would gladly postwone it. But I do not. Frankly, I think further discussion means further friction. We have discussed this matter. The Government has stated that it is prepared to make the charge two instead of two and a half cents. Any other valuable sources of revenue such as those proposed by the senior Chinese member must be hypothecated to other necessities we foresee in the future. In that case, with what object do we meet the signatories to this letter? The Government is in a cleft stick. It is unable to recede from its position when the refuge is absolutely necessary, and when the minimum which we can ask from the shipping interests has been asked. We have nothing to alter. What then, gentlemen, is the use of further discussion. The hon. member of the Chamber of Commerce said a new factor had been introduced by the lesson we received in the last typhoon. Are we to take more lessons from mere typhoons? Are we to sacrifice more lives before we make up our minds what we are going to do in this matter? He said also that there was a new aspect on account of the constantly changing personnel of this Colony. Will waiting bring us any nearer our end from that point of view? Are we to wait fresh changes, fresh arguments and fresh men? As I said before, gentlemen, I think any further postponement is nothing more or less than culpable vacillation. We have got to do this thing, and we should make up our minds to do it at once. I feel sure that the concensus of opinion in this Colony is in favour of the Government's proposal, and the mover of the amendment proclaimed himself a believer in the moderate proposals of the Government. He said that a new and hitherto unthought of project had been foreshadowed in the last letter from the shipping interests, namely, the idea of filling in about Causeway Bay. That is a familiar idea, and has been far from being unthought of. I had it suggested to me sometime ago and I thought it was not then unknown to the hon. and learned member who I am sorry to see is absent to-day. I had a valuation made. I thought it at first a somewhat admirable project to mortgage, so to say, the land which might be reclaimed, and so to provide funds for this typhoon shelter. But I am advised that the reclamation of a very considerable portion of the bay would only produce a sum of something like $15,000, not one-hundredth of the sum required. I am also myself very strongly of opinion that there must always be a shelter, though perhaps not so large, in the east as well as in the west. It may be possible hereafter to reclaim some portion of the inland area of Causeway Bay, but that cannot at any rate be done until the shelter at Mongkoktsui is completed and a going concern. That will not, in all probability, happen during the period I have the honour to occupy this chair, and I do not feel I could pledge futurity by any promise that any sum realised shall be devoted to defraying any outstanding balance on the Mongkoktsui refuge. If I am here, and if the reclamation should be carried out and a sum should continue outstanding for the Mongkoktsui refuge I would support myself a suggestion that the sum realised from the reclamation should go towards the outstanding deficit of the Mongkoktsui refuge. The senior unofficial member alluded to the balance of a sum which was subscribed towards the typhoon relief, also to the pledge given by my predecessor that the Government would contribute an equal amount to any amount subscribed by the community. The balance we have in hand of the typhoon relief committee, will be partly, I fear, required to meet distress from this recent typhoon, but whatever remains of it will certainly be devoted to the typhoon refuge in accordance with the promise given by my predecessor. As regards the donation by the Government of a sum equal to that subscribed by individuals of the Colony, $249,000, the Government proposes to give half out of the revenues. Supposing we assume that the light dues stand aside, the Government still gives half, which amount to $750,000, I do not recollect any other point that was raised. I will now put the resolution to the vote.

The Attorney-General—A point of order. May I ask the hon. member opposite if his proposal is an adjournment of the debate?

Hon. Mr Murray Stewart said he was, and framed his amendment which read "That the debate shall be adjourned pending deliberations upon the Shipping Companies' protest."

On being put to the meeting the amendment was lost, the unofficials voting for, and the officials against it.

The resolution was then put and was carried by ten to two, the Hon. Mr W. J. Gresson and Hon. Mr Murray Stewart voting against it.

His Excellency.—Council stands adjourned *sine die*.

THE POLO MATCH.

Owing to the ponies of the Shanghai Polo Team not arriving here until Wednesday morning the match for the Interport Cup presented by Mr Keswick is postponed till Thursday 13th inst. at 5.30 p.m. The Polo Club will be at Home to their friends during the game. The Polo Club dinner at the Hongkong Club is postponed until Thursday or Friday next. The match between Shanghai and the Middlesex Regiment will not take place on Monday.

IMPERIAL MARITIME CUSTOMS BOYCOTTED.

Owing to some misunderstanding with Mr Charles Kliene, the assistant Superintendent of Customs, the merchants at Hoihow are boycotting the Imperial Maritime Customs.

The British Consul is at present at Pakhoi and the merchants are awaiting his return to settle the dispute.

ACCOUNTANT CHARGED WITH EMBEZZLEMENT.

A former accountant in the Hop Kee firm, at 383 Queen's Road Central was charged, before Mr J. R. Wood, at the Magistracy this morning, with embezzling $106.16 which he had collected on behalf of the firm and converted to his own use. He had absconded to Canton but one of the partners had enticed him back to Hongkong where he was arrested, sentence of six months' imprisonment was imposed.

COMPANY MEETING.

Bell's Asbestos Eastern Agency, Ltd.

The Thirteenth Ordinary General Meeting of this company was held at the offices of the Company, 79, Gracechurch Street, London, on Wednesday, the 8th July.

The directors presented the report and accounts, duly audited, to the 31st December, 1907. The balance of Profit and Loss Account, inclusive of £633 5s. 5d. brought forward from previous year, showed a credit of £2,069 5s. 10d. The directors recommended that this amount be allocated as follows: To set aside £200 to "Reserve," to write £500 off "Purchase of Trading Rights," to pay a dividend of 15 per cent. for the year, free of Income Tax, absorbing £720 15s., and to carry forward £647 10s. 10d. to the next account; the sum carried forward including provision for payment on June 1 of the sum of £500 off the Dedenture, in terms of the Bond.

COMMERCIAL.

The German Jute Union has resolved to restrict the production for the third quarter of the current year by 15 per cent.

At the general meeting of the Borneo Rubber Company in Berlin it was resolved to pay a dividend of 4 per cent. The plantation was started two years ago, and should be finished in four years. The balance-sheet shows a loss of m.11,548 in 1907 and of m.56,724 in 1906. A further 5 per cent. of the capital is required to develop the cultivation of the plantations.

According to the *Kobe Shimbun* the Chinese firm of Ye-Chuang at Kobe has become bankrupt. The total liabilities, however, are said to be only about, Y23,000, the creditors being the Naniwa Bank (About Y5,000), the Kobe Marine Insurance Company, and Osaka merchants. As the firm has practically no assets, the creditors are likely to lose their money, but it is not expected that the failure will have any effect on the commercial position.

It is reported, says the *Nagasaki Press* that the Uraga Dock Company has been compelled, owing to the depression in the shipping trade, to still further curtail its expenditure. The capital of the undertaking has been reduced one-half, to Y950,000, and during the past year twelve hundred employees have been discharged. Night-work has been abolished and efforts have been made in every possible direction to reduce expenses. Many foreigners are shareholders in this concern.

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The God of Clay, by H. C. Bailey.
The Cottage on the Fells, by H. De Vere Stacpoole.
Three Girls and a Hermit, by Dorothea Conyers.
The Door of Darkness, by Maude Annesley.
The Millionaire's Son, by Florence Warden.
The Aim of Her Life, by L. T. Meade.
The Angel and the Author and Others, by Jerome K. Jerome.
Satan Sanderson, by Hallie Erminie Rives.
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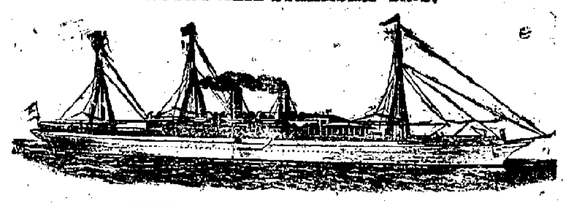
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LONDON, VIA USUAL PORTS	MARMORA, Capt. G. H. C. WESTON, R.N.R.	Noon. 8th August.	*See special Advertisement*
MOJI & KOBE	BANCA, Capt. W. R. LEMARE, R.N.R.	About 8th Aug.	Freight only.
LONDON & ANTWERP, VIA S'PORE, P'ANG, COLOMBO AND PORT SAID	NUBIA, Capt. F. J. FOX	About 12th August.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PALMA, Capt. G. W. COCKMAN, R.N.R.	About 14th August.	Freight only.
SHANGHAI	MALTA, Capt. R. A. PETERS	About 20th August.	Freight and Passage.

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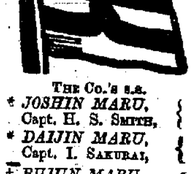
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† *BUJUN MARU*, Capt.	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW,	TUESDAY, 18th Aug., at 10 a.m.
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SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	DERFFLINGER, Capt. G. Meiners.	About WEDNESDAY, 12th Aug.
MANILA, NEW GUINEA, TAP, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	THURSDAY, 13th Aug., at 5 p.m.
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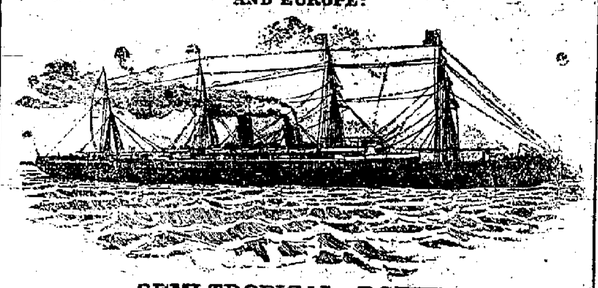
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† TENYO MARU	21,000 " ...	...TUESDAY, 18th Aug., at Noon.
* KOREA	18,000 " ...	...SATURDAY, 29th Aug., at Daylight
* AMERICA MARU	11,000 " ...	...FRIDAY, 11th Sept., at Noon.
* SIBERIA	18,000 " ...	...SATURDAY, 19th Sept., at Noon.
CHINA	10,200 " ...	...SATURDAY, 26th Sept., at Noon.
* MANCHURIA	27,000 " ...	...SATURDAY, 3rd Oct., at Noon.
* HONGKONG MARU	11,000 " ...	...FRIDAY, 9th Oct., at Noon.
ASIA	9,500 " ...	...SATURDAY, 17th Oct., at Noon.

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TSINGTAU, CHEFOO & NEWCHWANG	LIANGCHOW	August 8, at 4 p.m.
MANILA	TEAN	August 11, at 4 p.m.
CHEFOO & TIENTSIN	HUICHOW	August 14, at 4 p.m.
MANILA	TAMING	August 18, at 4 p.m.
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† SHANGHAI	*YATSHING*	...TUESDAY, Aug. 11, at Noon.
* SINGAPORE, PENANG AND CALCUTTA	*KUTSANG*	...WEDNESDAY, Aug. 12, at 2 P.M.
†* SHANGHAI, YOKOHAMA, KOBE & MOJI	*FOOKSANG*	...FRIDAY, Aug. 14, at Noon.
* MANILA	*LOONGSANG*	...FRIDAY, Aug. 14, at 4 P.M.
* MANILA	*YUENSANG*	...FRIDAY, Aug. 21, at 4 P.M.

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NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT & SANDAKAN, Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain F. SEMBILL, (ready to load on THURSDAY, the 6th August), will leave on SATURDAY, the 8th August, at 9 a.m.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, August 4, 1908. 1085

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MARMORA*, Captain G. H. C. WESTON, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 8th August, at NOON, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Himalaya* 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on the 29th September, 1908.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, July 25, 1908. 1049

NAVIGAZIONE GENERALE ITALIANA,

(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to: PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship ISCHIA, Captain BELOTTO, will be despatched for the above ports on TUESDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, August 6, 1908. 1092

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR, Capt. W. D. A. THOMAS, will be despatched for the above Ports, on SUNDAY, the 16th August, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, August 6, 1908. 1094

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EASTERN, Captain MCARTHUR, will be despatched as above on THURSDAY, the 20th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, July 30, 1908. 1069

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Co.'s Steamship SILESIA, Captain RADONICICH, will be despatched as above on or about SATURDAY, the 22nd August, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO.,
Agents,
Princes' Buildings.

Hongkong, July 31, 1908. 1074

'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship FLINTSHIRE will be despatched for the above ports on or about TUESDAY, the 25th August, 1908.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, July 18, 1908. 1028

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST, PERSIAN GULF, RED SEA PORTS.

FOR BOSTON & NEW YORK.

STEAMER. To Sail. 1908.

For Freight and further information, Apply to

DODWELL & CO., LTD.,
Agents.

111

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China Mail Office

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HONGKONG.

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'The Life of Trade.'

A ONE-TIME order, like one blow of an hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising are

THE

"CHINA MAIL,"

THE

"OVERLAND CHINA MAIL."

Read by all Classes in the Colony

Established over Half-a-Century

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at Plymouth (London 1 day later)
Tons	Noon Sat'day 1908	Tons	Saturday, 1908	Saturday, 1908
MARMORA...10500	Aug. 8	HIMALAYA... 7000	Sept. 6	Sept. 13
DELTA 8000	Aug. 22	MACEDONIA .10500	Sept. 20	Sept. 27
DELHI.....8000	Satp. 5	MONGOLIA ...10000	Oct. 4	Oct. 11
MALTA 6000	Sept. 19	INDIA 8000	Oct. 18	Oct. 25
DEVANHA ...8000	Oct. 3	VICTORIA..... 7000	Oct. 31	Nov. 7
OCEANA 7000	Oct. 17	BRITANNIA... 7000	Nov. 14	Nov. 21
DELTA 8000	Oct. 31	MOOLTAN.....10000	Nov. 28	Dec. 5
ARCADIA 7000	Nov. 14	CHINA 8000	Dec. 12	Dec. 19
DELHI.....8000	Nov. 28	MOLDAVIA ...10000	Dec. 26	1909 Jan. 2
MALTA 6000	Dec. 12	HIMALAYA... 7000	1909 Jan. 9	Jan. 16
DEVANHA ...8000	Dec. 26	MONGOLIA ..10000	Jan. 23	Jan. 28

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following :—

INTERMEDIATE (NON-TRANSHIPMENT) **STEAMERS**

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers.	Tonnage	Leave Hongkong	Due at London
		about	about
* NUBIA	6000	Aug. 12	Sept. 27
* SYRIA	7000	Aug. 26	Oct. 11
* NYANZA	7000	Sept. 9	Oct. 25
* NORE	7000	Oct. 7	Nov. 22
* SUMATRA	5000	Nov. 4	Dec. 20
* SOMALI	7000	Dec. 2	Jan. (1909) 17
* BORNEO	5000	Dec. 30	Feb. 14
* NILE	7000	Jan. (1909) 13	Feb. 28
* SUNDA	5000	Jan. 27	Mar. 13

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.

For further particulars, Apply to

F. J. ABBOTT,
Acting Superintendent.

1221

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	Steamers	Captain	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	**AUSTRALIEN,**	VERRON.	Aug. 17, p.m.
MARSEILLES, Via PORTS...	**ARMAND BEHIC,**	GUIONNET.	Aug. 18, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	**ERNEST-SIMONS,**	GIRARD.	Aug. 31, p.m.
MARSEILLES, Via PORTS...	**VARRA,**	SEILLER.	Sept. 1, at 1 p.m.

TRANSHIPPING on the Co.'s Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANTE, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. NALIN, *Acting Agent,*
QUEEN'S BUILDING.

Hongkong, April 9, 1908. 525

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships. —Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila	Saturday, Aug. 8, at Noon.
RUBI	2540	R. W. Almond...	Manila	Aug. 15, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.



FOR NEW YORK, via PORTS, AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

STEAMER TO SAIL

MONTROSE.....11th August, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 14, 1908. 10d1

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMER *YARRA*,

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Charente*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF and GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after MONDAY, the 10th August, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 10th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 10th August, at 3 p.m.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, August 3, 1908. 1081

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *DELHI*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo :—

From LONDON, &c., ex s.s. *Mongolia*.

From PERSIAN GULF, ex B. I. S. N. and B. and P. S. N. Co.'s steamers.

Optional goods will be landed here unless Instructions are given to the contrary before 6 Hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, August 5, 1908. 1089

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship *Catherine Apcar* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 8th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside ; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LD.,
Agents.

Hongkong, August 6, 1908. 1090

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENGLOE*.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous GODOWNS of the HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, August 6, 1908. 1091

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION

The Chinese Mail

中國字報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN

$6 per Annum *delivered in Hongkong.*
$12.50 *to all Coast Ports.*

5 WELLINGTON STREET, HONGKONG.

Orders booked by Managers, CHINA MAIL.

THE LATE EX-PRESIDENT CLEVELAND.

President Roosevelt's proclamation, issued on the occasion of the death of Mr Grover Cleveland, ex-President of the United States, pays a richly earned tribute to the memory of a man who served his country well. In part it runs :—"In his death the nation has been deprived of one of its greatest citizens. By profession a lawyer, his chief services to his country were rendered during a long, varied and honourable career in public life. As Mayor of his city, as Governor of his State, and twice as President, he showed signal power as an administrator, coupled with entire devotion to the country's good and a courage that quailed before no hostility when once he was convinced where his duty lay. Since his retirement from the Presidency, he has continued well and faithfully to serve his countrymen by the simplicity, dignity and uprightness of his private life."

In a similar proclamation Governor Hughes of New York spoke of Mr. Cleveland as follows :

"He personified civic virtue and exalted the ideal of public office as a public trust. Firm, resolute, incorruptible, unseduced by flattery and unshaken by fear, just and tenacious of conviction, he enriched the nation with a noble example of strength and fidelity."

THE ORDER OF THE BATH.

There is rebellion in the ranks of the Most Honorable Order of the Bath, the Englishman writes and like the Baronets they are going to band themselves together in defence of their ancient renown and privileges. With the Baronets the cause of insurrection was the notorious existence of a large number of spurious baronets who could show no patent for their titles. With the Order of the Bath the fiery cross is being raised owing to the yearly growing custom of flooding the Order with "peace" companions. As all the world knows or ought to know since its somewhat domestic inception some five centuries ago the Bath has been mainly a war decoration, to be earned only on the field of battle, and open to no one below the rank of field officer. Though there is no rule of the Order to that effect, it became a recognised qualification that an officer to be admitted must have at least commanded his regiment with distinction in battle. Now the old fire eaters who earned their "little bit of red" under these terms, are apparently highly indignant that it should be possible to gain the same distinction, by what they contemptuously call "ink slinging," or by zeal and energy displayed at peace manœuvres. Formerly, they add, there was a fixed establishment in the Order, and vacancies were only filled as they occurred, whereas now apparently quantities are sent out to be "chucked about anyhow!" It is perhaps permissible to sympathise with those warriors for it is certainly not to the interest of the State to depreciate its own wares—there are nowadays so many other orders that it would appear to be quite feasible to keep the brave old "Bath" a purely war decoration and only to be won on the field of battle.

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
1379

SIEN TING
Surgeon Dentist,
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
26

APERFECT **JEYES' FLUID** DISINFECTOR

SOLE AGENTS.
W. G. HUMPHREYS & CO.,
BANK BUILDINGS.
Hongkong, May 18, 1906 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 9.30 a.m....Every 10 minutes.
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 3.00 p.m....Every 15 minutes.
3.30 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m....Every 15 minutes.
9.00 a.m. to 9.30 a.m....Every 30 minutes.
9.30 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 11.00 a.m....Every 10 minutes.
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 8.00 p.m....Every 10 minutes.
8.00 p.m. to 7.00 p.m....Every 15 minutes.
7.0 p.m. to 8.00 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers. 1091

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, July 30th, 1908.

At 100 cents per Dollar Mexican.

Butcher Meat.

		cts.
Beef sirloin & prime cut—Mei Lung Pa	lb	18
,, Corned—Ham Ngau Yuk	,,	18
,, Roast,—Shiu ,, ,,	,,	18
,, Breast,—Ngau Lam ,,	,,	13
,, Soup,—Tong Yuk	,,	15
,, Steak,—Ngau Yuk Pa	,,	18
,, ,, Outem Ngau Lan Sirloin	,,	28
,, Sausages,—Ngau Chaung	,,	26
Bullock's Brains,—,, Siow	per set	10
,, Tongue fresh,—Ngau Si	each	50
,, ,, corned—Ham Ngau Li	,,	58
,, Head,—Ngau Tau	,,	80
,, Heart,—Ngau Sum	lb.	12
,, Hump, Salt—Ngau Kin	,,	18
,, Feet,—Ngau Kerk	each	7
,, Kidneys,—Ngau Yiu	,,	10
,, Tail—Ngau Mei	,,	17
,, Liver,—Ngan Con	lb.	12
,, Tripe (undressed)—Ngau To	,,	7
Calves Head & Feet—Ngau-chai-tau-kak, set		$1.00
Mutton Chop,—Yeung Pai Kwat	lb.	23
,, Leg,—Yeung Pei	,,	23
,, Shoulder,—Yeung Shau	,,	20
Pigs' Chitlings—Chi chong	,,	24
,, Brains—Chi Know per set		2
,, Feet,—Ch Kerk	,,	12
,, Fry,—Chi Chak	,,	10
,, Head,—Chi Tau	,,	12
,, Heart,—Chi Sum	each	9
,, Kidneys,—Chi Yiu	,,	8
,, Liver,—Chi Con	lb.	30
Pork, Chop,—Chi Pai Kwat	,,	23
,, Corned,—Ham Chu Yuk	,,	—
,, Leg,—Chu Pei	,,	23
,, Fat or Lard,—Chu Yau	,,	18
Sheeps' Head and Feet,—Yeung Tau Kerk set		5
,, Heart,—Yeung Sum	each	6
,, Kidneys,—Yeung Yiu	,,	10
,, Liver,—Yeung Con	lb.	22
Sucking Pigs, To Order—Chu Chai	,,	22
Suet, Beef,—Sang Ngau Yau	,,	20
,, Mutton,—Sang Yeung Yau	,,	24
Veal,—Ngau Chai Yuk	,,	20
,, Sausages,—Ngau Chai Cheong	,,	20

Poultry.

		cts.
Chicken,—Kai Chai	lb	30
Capons, Large, Small,—Sin Kai	,,	32
Ducks,—Ap	,,	22
Doves,—Pau Kau	each	18
Eggs, Hen—Kai Tan	per dozen	24
Fowls, Canton,—Kai	lb.	32
,, hainan,—Hoi Nam Kai	,,	28
Geese,—Ngoi	,,	18
Geese, Wild Sh'ai,—S'ha Yer Ngoi,	pair	—
Musk Deer,—Wong Keng	each	—
Hare, Shanghai,—Tu Chai	,,	—
Partridge,—Che Kaou	,,	—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kap	each	26
,, Hollow,—Hoi How Pak Kap.	,,	22
Quail,—Um-Chun	,,	—
Rice Birds,—Wo Fa Chauk	dozen	—
Snipe,—Sa-Choy	each	—
Turkeys Cock—Phor Kai Kung		60
,, Hen,—,, ,, Na		45
Wild Ducks, S'hai,—Shanghai Sai-ap	pair	—
Teal,—Sui Ap Chai,		—
Wild Ducks Canton—Sang Shing Sui Ap	ea.	—

Fish.

Barbel,—Ka Yu	lb	11
Bream,—Bin Yu	,,	18
Canton Fresh Water Fish,—Hoi Sin Yu	,,	20
Carp,—Li Yu	,,	22
Catfish,—Chik Yu	,,	12
Codfish,—Mon Yu	,,	16
Crabs,—Hai	,,	20
Cuttle Fish,—Muk Yu	,,	14
Dab,—Sa Mang Yu	,,	12
Dace,—Wong Mei Lun	,,	11
Dog Fish—Tit Tu Sa	,,	10
Eels, Conger,—Hai Mann	,,	16
,, Fresh water,—Tam Shi Yu	,,	18
Eels, Yellow,—Wong Sin	,,	32
Frogs,—Tien Kai	,,	36
Garoupa,—Sek Pan	,,	70
Gudgeon,—Pak Kup Yu	,,	13
Herrings,—Tso Pak	,,	22
Halibut,—Cheung Kwan Yu	,,	28
Labrus,—Wong Fa Yu	,,	30
Loach,—Wu Yu	,,	32
Lobsters,—Lung Ha	,,	32
Mackerel,—Chi Yu	,,	16
Monk Fish,—Mong Yu	,,	32
Mullet,—Chai Yu	,,	28
Oysters,—Sang Hoo	,,	24
Parrotfish,—Kai Kung Yu	,,	18
Perch,—Tau Loo	,,	16
Pike,—Fa Paw Poong	,,	10
Plaice,—Pan Yu	,,	20
Pomfret, Black,—Hak Chong	,,	24
Pomfret, White, Pak Chong	,,	32
Prawns,—Ming Ha	,,	56
Ray—Pei Pa Sa	,,	10
Rock Fish—Sak Kau Kung	,,	17
Rohrah—Chu Yu	,,	—
Salmon,—Ma Yau Yu	lb	40
Shark,—Sa Yu	,,	10
Skate,—Po Yu	,,	11
Shrimps,—Ha	,,	28
Snapper,—Lap Yu	,,	28
Soles,—Tat Sa Yu	,,	30
Tench,—Wan Yu	,,	20
Turbot,—Cho How Yu	,,	22
Turtles, small, fresh water,—Kerk Yu	,,	70
White Bait.—Ngan Yu Chai	,,	—

Fruits.

Almonds,—Hung Yan	lb	24
Apples, (California)—Kam San Ping Kho	,,	—
,, (Chefoo)—Tin Chun Ping Khor	,,	12
,, Small,—Hoi Tong	,,	—
,, Custard,—Fan Lai Chi	each	8
Bananas, fragrant, Canton,—San Shing Heong Chiu	lb	3
Bananas, (brides), Macao—San Heong Chiu	,,	5
Chestnuts, Chinese,—Foong Lat	,,	—
Carambola,—Yeung Tao	,,	7
Cocoanuts,—Yeh Tsz	each	16
Lemons, China—Ning Moong	lb	10
,, America—Kum San Ning Moon	,,	7
Lichees Dried.—Lai Chi Small Stone	,,	24
,, Fresh— ,,	,,	10
Limes, (Saigon)—Sai Kung Ning Moong	,,	6
Mango, Manila—Lui Sung Mong		14
Mandarin Oranges,—San Chuk Tsz	per 100	$2.00
Oranges, (Canton)—San Shing Tim Chang	lb	40
Oranges Sweet		—
Pears, (American),—Kam San Shut Li	lb	—
,, (Canton), Cooking,—Sa Li	,,	7
Peanuts,—Fa Sang	,,	10
Persimmons Large,—Hung Chie	,,	—
Pine-apples, 1st quality,—Sheung Poon Ti	each	12
,, Paw Law	,,	5
,, 2nd cooking—Chung-tang-paw-law	lb	4
Plantains,—Tai Chou	,,	8
Plums,—Swatow Hung Lai	,,	10
Pumelo, Siam,—Chim Lo Yau	each	8
Shanghai.—Lo Kwat	lb	12
Walnuts,—Hop Tuo	,,	7
,, Green,—Sang Hop Tuo	,,	3
Water Melon—(Am.) Kum San Sai Kwa	,,	—
,, (China) Sai Kwa	,,	—
Grape.—Sang Po Tai Tsz	,,	

Vegetables, &c

Artichokes, Shanghai,—Sheung Hai Ah Chi Cheuk	lb	—
Beans, (French), Macao,—Oh Moon Pin Tau	,,	—
,, (French), Shanghai,—Sheung Hai Pin Tau	,,	8
,, Sprout,—Ah Chol	,,	2
,, Long,—Tau Kok	,,	8
Beet Root,—Hung Choi Tau	each	14
Brinjals, Green,—Ching Yuen Fei	lb	14
,, Red,—Hung Ker	,,	14
Cabbage, Chinese, com.—Kai Choy	,,	14
Cabbage Red.—Hung Yea Choy	,,	—
Cabbage, (Shanghai),—Yeh Chol	,,	15
Cane Sheets, bunch,—Kau Shun	,,	—
Cauliflower, Large size,—Tai Yak Choi-fa	,,	—
,, Medium size,—Cheung Yeh Choi-fa	,,	—
,, Small size,—Sai Yeh Choi Fa	,,	—
Carrots,—Kam Shun	lb	6
Celery, Chinese,—Teng Kan Choi	,,	6
,, English,—Yeung ,, ,,	,,	—
Chilies Dried,—Con Lat Chiu	,,	12
,, Red,—Hung Fa ,,	,,	10
,, Green,—Ching Lat Chiu	,,	8
Curry Stuff, English,—Ka Lee Cho Ita	,,	8
Cucumbers.—Ching Kwa	,,	6
Bitter Squash,—Fu Kwa	,,	5
Garlic,—Suen Tau	,,	7
Ginger, young,—Sun Tau Keung	,,	8
,, old,—Lo Keung	,,	6
Horse Radish, S'hai,—Lik Kau	,,	20
Indian Corn,—Suk Mai	piece	4
Lettuce,—Yeung Sang Choi	each	1
Water Chesnuts,—Ma Tai	lb.	8
,, Mandarin,—Kwei Inm Ma Tai,	,,	8
Mushrooms, Fresh—Sang Cho Kho	,,	40
Musk Melon—(Amr. Kan San Hong Kwa	each	—
Okroes,	lb.	—
Onions, Bombay,—Yeung Chong Tau	,,	6
,, Green,—Sang Chung	,,	4
,, Shanghai,—Sheung Hai Chung Tau	,,	5
Papaw, 1st qual.—Tai Man Sau Kwa	each	10
,, 2nd ,, Chung ,,	,,	8
Parsley,—Kun Cho	per lb	$1.00
Green Peas,—Ching Tau	,,	—
Potatoes, Sweet,—Fan Shu	,,	3
,, Shanghai,—Sheung Hai Shu Tsai	,,	3
,, Japan,—Yut Poon Shu Tsai	,,	3
,, American,—Fa Ki ,, ,,	,,	—
,, Foochow,—Fuk Chau Shu Tsai	,,	3
Pumpkin,—Tong Kwa	,,	3
Radish,—Hung Lo Pak Tsai	,,	6
Rhubarb (Fresh)—Tai Wong	,,	—
Sage.—(Chi So	bund	—
Shalots,—Con Chung Tau	lb.	5
Spinach,—Yin Choi	,,	6
Tomatoes,—Fan Ker	,,	7
Taros,—Wu Tau	,,	4
Turnips, Punti, (Long).—Low Pak	,,	4
,, English,—Yeung Low Pak plant	,,	—
Vegetable Marrow,—Chit Kwa	,,	5
,, (Amr.)—Kum San Chit Kwa	,,	—
Water Cresses,—Sai Yeung Choi	,,	15
,, Lily root.—Lin Ngau	,,	—
Yams,—Ta Shu	,,	4

The prices necessarily vary from day to day and the Market Board has no power to compel stallholders to sell at prices named.

A. GIBSON,
Secretary, Sanitary Board.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 7th at 11.55 a.—The barometer has fallen rapidly over S. Japan owing to the approach of the typhoon, which having recurved towards N.N.E. is now situated off the S.E. coast of Kiusiu.

The depression lying over Manchuria yesterday, has reached the N.E. part of the Sea of Japan.

Pressure continues to increase slowly over the Philippines, but it makes recovery over the S. coast of China. It is highest over the S. part of the China Sea.

Moderate variable winds may be expected in the Formosa Channel, and fresh to strong monsoon over the China Sea.

Bad weather may be expected over the Eastern Sea, and fresh N. W. and W. winds in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: W. to S. W. winds, moderate or fresh; fair at first, thunder showers later.

2.—Formosa Channel: Variable winds, moderate.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

NO MALARIA NOW.



"*I Am In Excellent Health.*"

STATION-MASTER IN NETHERLANDS INDIA TELLS HOW—CURED OF MALARIA, PIMPLES AND INDIGESTION BY DR WILLIAMS' PINK PILLS.

THREE YEARS AGO—HE IS STILL WELL.

MR P. Simon, of Soemenap, Madoera, Dutch East Indies, has favoured us with permission to publish his experience, which he related as follows:

"I am employed as Station-master here at Soemenap. About five years ago I contracted Malaria Fever

IN A SEVERE FORM.

At the same time pimples broke out all over my face and hands, my digestion became very bad, and I began to suffer exceedingly from pains across the back and shoulders and from dizziness. What little food I ate came up again. I could not sleep at night, and my rest was often disturbed by dreadful dreams. I always felt weary. My eyes where they should have been white were yellow. The doctors whom I consulted did their best for me, but their medicine failed to bring anything like permanent relief. For two years I continued in this miserable state. It was on the advice of

ONE OF MY PHYSICIANS

that at last I gave Dr Williams' Pink Pills for Pale People a trial. After using the first bottle of them I felt a little better. After finishing six bottles I found that the Malarial Fever had gone, the pains were cured, the pimples had completely disappeared. I am now in excellent health, and since my cure by Dr Williams' Pink Pills

THREE YEARS AGO

the Malaria has never returned."

Malaria is caused by poisonous parasites in the blood. Dr Williams' Pink Pills cure Malaria by purifying and strengthening the blood, and by giving to the system a supply of new, rich, healthy blood. In the same way—through the blood—these Pills cured the Pimples, Indigestion and back pains which formed part of Mr Simon's trouble. Dr Williams' Pink Pills for Pale People are the proved remedy for Stomach Ailments, Liver Complaint, Headaches, Nervous Debility, Early Decay, Paralysis, Beri-Beri, Eczema, Boils and skin eruptions generally, Rheumatism, Sciatica, and the after-effects of Fevers, Dysentery, and Chills. To ladies suffering from those ailments of which they only speak to one another these Pills have an especial value. They are obtainable at most shops where medicines are sold, and also direct from the Dr Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for $8/- or 1 bottle for $1.50 post free to any address.

EXCHANGE.

Hongkong, August 7, 1908.

On London—	
Bank, Wire	1/9 7/16
" On demand	1/9½
" 30 days' sight	1/9 5/8
" 4 months' sight	1/9¾
Credits, 4 months' sight	1/9¾
Documentary, 4 months' sight	1/9⅞
On Paris—	
On demand	225
Credits, 4 months' sight	229½
On Berlin—	
On demand	182½
On New York—	
On demand	43¾
Credit, 60 days' sight	44¾
On Bombay—	
Wire	135
On demand	135¼
On Calcutta—	
Wire	135
On demand	135¼
On Singapore—	
On demand	77
On Manila—	
On demand	88
On Shanghai—	
On demand	74⅞
30 days' sight, (private paper)	75⅞
On Yokohama—	
On demand	87½
Gold Leaf, 100 fine, (per tael)	$57.60
Sovereigns (Bank's buying rate)	$11.00
Silver (per oz.)	24⅝
Bar Silver in Hongkong	7 % p.
Copper Cents	118p $
Rate of Native Interest	3.4%
Chinese Sub. Coin	$87 %dis.
Hongkong Sub. Coin	$82 %dis.

A WELL KNOWN REMEDY.

THERE are few people in this country who have not used, or at least heard of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is the first thing they think of when they or any member of the family are stricken with diarrhoea, pain in the stomach or cramp colic. It has probably saved the lives of more people than any other medicine in use, and once it has been used in a home and its valuable properties become known, they rely upon it as confidently as on their family physician. For sale by all chemists and storekeepers.

To-day's Advertisements

WANTED.

IMPORT CLERK seeks Employment in European Firm. Acquainted with General Office Work and Shipping. Speaks German, French and Mandarin dialect (has studied in the interior).

Apply to 'R. P.,' Care of 'CHINA MAIL' Office.

Hongkong, August 7, 1908. 1099

In the Matter of the Patents Ordinance (2 of 1892):

and

In the Matter of an Application made by The 'EUFON COMPANY, LIMITED, of 74, Vaci Ut Buda Pest, Hungary, for an invention consisting of 'Improvements in or relating to Gramaphones and like 'Machines.'

NOTICE IS HEREBY GIVEN that the Petition, Declaration and Specification required by the above mentioned Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the above named Company, by Messrs DENNYS AND BOWLEY, his Solicitors, to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the above named Invention, at a Sitting of the Executive Council to be held at the Council Chamber on MONDAY, the 17th day of August, 1908, at 2.30 P.M.

Dated the 6th day of August, 1908.

DENNYS & BOWLEY,
Solicitors for the Applicants.

1100

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

TUESDAY,

the 11th August, 1908, commencing at 2.30 P.M., at his SALES ROOMS, DUDDELL STREET,—

A CONSIGNMENT OF GENUINE ENGLISH LEATHER GOODS,

Comprising:—

DRESSING CASES FITTED with SILVER MOUNTED BOTTLES, HAND BAGS, SUIT CASES, HANDKERCHIEF BAGS, BRIDGE BOXES, PURSES, POCKET BOOKS, &c., &c.

On View from Monday, the 10th Aug., 1908.

on

WEDNESDAY,

the 12th August, 1908, and the following days, commencing each day at 2.30 P.M., at Nos. 8 and 10, ICE HOUSE STREET, the premises known as 'THE CARLTON HOUSE HOTEL,'—

(By Order of The Supreme Court, for account of the concerned.

A QUANTITY OF VALUABLE FURNITURE,

Comprising:—

DOUBLE and SINGLE BEDSTEADS, WARDROBES with BEVELLED MIRRORS, DRESSING TABLES, MARBLE-TOP WASHSTANDS, OVERMANTELS, ROUND TABLES, TAPESTRY COVERED CHAIRS, VIENNA CHAIRS, TOILET SETS, &c., &c., &c.

ELECTRO PLATED WARE and CUTLERY.

TABLE and BEDROOM LINEN.

BATHROOM, PANTRY and KITCHEN REQUISITES, &c., &c.

TERMS:—As Customary.

On View from Tuesday, the 11th August, 1908.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, August 6, 1908. 1101

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAIMUN, Captain ROBSON, will be despatched for the above Ports on TUESDAY, the 11th inst., at 2 p.m.

A Reduction of 20% on First-class Fares to Foochow, will be made during the months of August and September.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, August 7, 1908. 1197

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BANCA*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 13th August, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.

Hongkong, August 7, 1908. 1096

POST OFFICE NOTICES.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Marmora* will be despatched on SATURDAY, the 8th August, with Mails for the United Kingdom, the Continent of Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

Printed Matter and Samples at 10 a.m.

Registration at 10 a.m.

Registration, with late fee of 10 cents, up to 10.45 a.m.

Registration, Kowloon B.O., 10 a.m. No late fee.

Letters at 11 a.m.

Late Letters 11 a.m. to noon. Extra Postage 10 cents.

Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

The Parcel mail will be closed at 5 p.m., on Friday, the 7th Aug.

SHIPPING

ARRIVALS.

August 6.

Machew, German str., 995, R. G. Zollner, Bangkok July 26, Rice, Meal, Salt and Wood.—BUTTERFIELD & SWIRE.

August 7.

Marmora, British str., 5,239, G. H. C. Weston, R.N.R., Shanghai Aug. 5, Mails and General.—P. & O. S. N. Co.

Anghin, German str., 1,001, O. Kümpel, Bangkok July 29, Salt and Rice.—BUTTERFIELD & SWIRE.

Chowfa, German str., 1,055, J. Spiesen, Bangkok July 31, Rice.—BUTTERFIELD & SWIRE.

Wakamiya Maru, Japanese str., 4,723, T. Yamawaki, Kobe and Moji August 1, Coal and General.—NIPPON YUSEN KAISHA.

Banca, British steamer, 3,793. Le Mare, Bombay July 18, and Singapore August 1, General.—P. & O. S. N. Co.

Strathendrick, British str., 2,843, J. R. Stewart, New York via Durban May 28, Case Oil and General.—DODWELL & Co., LD.

Signal, German str., 960, G. Schlaikier, Hoihow Aug. 6, General.—JEBSEN & Co.

Meefoo, Chinese str., from Canton.

DEPARTURES.

August 7.

Laertes, for Saigon.
Ajax, for Yokohama.
Hangsang, for Canton.
Anna, for Manila.
Kumano Maru, for Manila and Sydney.
Taiwan, for Saigon.
Glenfalloch, for Amoy.
Tjipanas for Batavia.
Tjilatjap, for Amoy.
Choshun Maru, for Swatow.
Tamba Maru, for Kobe.
Cheongshing, for Swatow.
Loosok, for Bangkok.
Yuensang, for Manila.
Pitsanulok, for Swatow.
Hongkong, for Haiphong.
Bengloe, for Nagasaki.
Kweiyang, for Canton.
Manche, for Haiphong.
Solstad, for Saigon.
Haitan, for Swatow.

CLEARED

Orestes, for Batavia and Liverpool.
Ayuthia, for Bangkok.
Kiukiang, for Swatow.
Borneo, for Kudat.
Banca, for Moji.
Hinsang, for Hongay.
Oceania, for Singapore.
Zafiro, for Manila.
Wakamiya Maru, for Singapore and Bombay.

PASSENGERS.

ARRIVED.

Per *Marmora*, from Yokohama: for Hongkong, Mrs J. C. Peter, Sir John Murray and Miss Murray; for Penang, Mr E. J. Flanagan; for Sydney, Mr and Mrs Gollen; for London, Miss Chimms. From Kobe: for Brindisi, Dr A. Von Poehl. From Shanghai: for Hongkong, Lt.-Col. Bruce, Mr A. W. Burkill, Mr H. E. Keylock and servant, Messrs N. Davies, L. Rich, J. Bresh, J. M. Remedios, W. Stratton, and Mrs Coggin; for Singapore, Dr Hisieh, and Miss Hener; for London, Mr S. H. Fox, Mr F. W. Baker, Mrs Stratton and child, and Dr H. Palcan.

Per *Machew*, from Bangkok, Mr Collingwood.

DEPARTED.

Per *Kumano Maru*, for Manila and Australia, Mr C. A. Dewitt, Mr M. S. Dudley, Mr and Mrs F. K. Heywood, Mr S. G. Cutler, Mr and Mrs Hazamos and child, Miss Michael, Miss Hazanes, Miss Mabel Heard, Miss Butt, Mr and Mrs W. C. West, Messrs M. Cuyugan, M. Guchuico, F. Guchuico, J. T. Tyack, Marburg, R. S. Smith, A. A. Thomson, C. L. Mann, Dalveen, K. Ohba, E. Denekamp, P. M. Kalaw, L. A. Kershaw, J. McGlede, A. Cantzares, Mr and Mrs W. F. Smith, Miss A. Rozario, Miss P. Rozario, Miss W. Rozario, Master Rozario, Mr Geo. Thiessen, Mr J. C. College, Mr D. Russell, Mrs Moon, Mrs M. Nicholls, Messrs G. de Ocampo and Leo Fischer.

Per *Tamba Maru*, for Japan, Mr and Mrs Bryant, Mr and Mrs Kaidzu and child, Dr K. Saigo, Mr T. Cye, Mr and Mrs J. Macbeth, Dr K. Kashimoto, Messrs J. Kerr and D. Vickers.

POST OFFICE NOTICES.

Mails will close:—

For KUDAT & SANDAKAN.—
Per *Borneo*, at 8 a.m., on Saturday, the 8th Aug.

For MANILA.—
Per *Zafiro*, at 10 a.m., on Saturday, the 8th Aug.

For KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER.—
Per *Glenfarg*, at 10 a.m., on Saturday, the 8th Aug.

For MACAO.—
Per *Sui Tai*, at 1.15 p.m., on Saturday, the 8th Aug.

For TSINGTAU, CHEFOO & NEWCHWANG.
Per *Liangchow*, at 3 p.m., on Saturday, the 8th Aug.

For SINGAPORE & SOURABAYA.—
Per *Chunsang*, at 3 p.m., on Saturday, the 8th Aug.

For SWATOW, AMOY & TAMSUI.
Per *Joshin Maru*, at 5 p.m., on Saturday, the 8th Aug.

For SINGAPORE, COLOMBO & BOMBAY.—
Per *Wakamiya Maru*, at 5 p.m., on Saturday, the 8th Aug.

For PAKHOI & HAIPHONG.—
Per *Carl Diederichsen*, at 5 p.m., on Saturday, the 8th Aug.

For SHANGHAI.—
Per *Yatshing*, at 11 a.m., on Tuesday, the 11th Aug.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Catherine Apcar*, at 11 a.m., on Tuesday, the 11th Aug.

For SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, YOKOHAMA, HONOLULU & SAN FRANCISCO.—
Per *Mongolia*, at noon, on Saturday, the 8th Aug.

Printed Matter and Samples at 9 a.m.

Registration at 9 a.m.

(Registration, with late fee of 10 cents up to 9.45 a.m.)

Letters at 10 a.m.

(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.

A STUBBORN DISEASE.

RHEUMATISM is considered by the medical men to be the hardest disease there is to control, but Chamberlain's Pain Palm has remarkable power over it. One application will give relief. For sale by all chemists and storekeepers.

STEAMERS PASSED SUEZ CANAL.

July 14, *Diomed, Cathay, Glamorganshire.*

July 17, *Ambria, Idomeneus, Palma, Hector, Macduff, Yunnan, Roveric, Selenga, Andalusia.*

July 21, *Benlawers, Glenlochy.*

July 24, *Australien, Inaba Maru, Indrani, Jason, Verona.*

July 28, *Brasilia, Crewhall, Prometheus, Palermo, Memnon.*

July 31, *Benlomond, Nore, Polynesien, Maria Rickmers, Ningchow, Teucer.*

August 4, *Ailsa Crag, Prinz Eitel Friedrich, Glenearn, Kintuck, Benvenue, Namur, Oceano.*

ARRIVALS AT HOME.

August 4, *Kleist, Ceylon, China* (Aus.) *Den of Airlie. Rhein, Scandia, Sithonia, Hakata Maru, Segovia, Candia.*

STEAMER MOVEMENTS.

Mails.

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama at 3 p.m. on Monday, the 3rd August, for Victoria and Vancouver.

The Imp. German Mail s.s. *Scharnhorst* left Kobe via Nagasaki and Shanghai on the 3rd August, p.m., and may be expected here on or about Tuesday, the 11th August, p.m.

The Imp. German Mail s.s. *Derfflinger* carrying the German Mails with dates from Berlin of the 15th July, left Colombo on Sunday, the 2nd August, a.m., and may be expected here on or about Wednesday, the 12th August.

The Imp. German Mail s.s. *Manila* left Sydney on Thursday, the 30th July, and may be expected here on or about Friday, the 21st August.

The C. P. R. Co.'s s.s. *Lennox* left Vancouver on Monday, the 27th July, a.m. for Hongkong, via the usual Ports of Call.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Vancouver on Tuesday, the 4th August, at 6 a.m.

Expected.

The s.s. *Aki Maru* left Kobe for this port via Moji and Shanghai on the 31st July, and is expected here on Sunday, the 9th August.

The American Oriental Line s.s. *Jeseric* from New York, is due here on or about the 10th August.

The T. K. K. s.s. *Tenyo Maru* arrived in Manila on the morning of 6th Aug., and she will sail from there on the 9th August, and is due to arrive at this port on the morning of the 11th August.

The I. C. S. N. Co.'s s.s. *Fooksang* left Calcutta for this port via the Straits on 29th July, and may be expected here on or about the 14th August.

The I. C. S. N. Co.'s s.s. *Kumsang* left Calcutta for this port via The Straits on the 2nd August, and may be expected here on or about the 18th Aug.

The Boston S. S. Co.'s s.s. *Shawmut* left Yokohama on the 19th June for Victoria, B.C., and Tacoma.

The s.s. *Shimosa* left New York on the 14th June.

The Boston Co.'s s.s. *Kumeric* arrived at Manila on the 31st July.

The s.s. *Saint Patrick* left New York on the 28th July for Hongkong via ports.

The s.s. *Suveric* sailed from Keelung on the 14th August for Victoria, B.C., and Tacoma via ports.

The s.s. *Satsuma* arrived in New York on the 3rd August.

The Boston Co.'s s.s. *Tremont* left Yokohama for Victoria, B.C., and Tacoma on the 14th inst.

The s.s. *Inveric* left Seattle on the 3rd August for Hongkong, via ports.

Latest Advices.

The Danish s.s. *Cathay* left Singapore on Thursday, the 6th August, p.m., and may be expected here on or about Thursday, the 13th August, a.m.

VESSELS AT THE DOCKS.

At Kowloon.—Sorsogon, Courtfield, Cranley, Charles Hardouin, Laisang, Amara, Sancheong, H.M.S. Whiting, Fausang, Changpo.

Cosmopolitan.—Standard, Vandalia.

Aberdeen.—Pocahontas.

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

August 8th to 14th, 1908.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h m	feet.	h m	feet.
Sat.	8	m 4 54	6.8	0 57 a	2.0
		7 2 a	3.9	10 56 a	3.5
Sun.	9	m 5 57	6.9	1 50 a	1.3
		8 21 a	4.0		
Mon.	10	m 6 59	7.4	m 0 8	3.5
		9 13 a	4.8	2 30 a	6.7
Tues.	11	m 7 57	7.8	m 1 12	3.3
		9 53 a	4.5	3 24 a	0.3
Wed.	12	m 8 52	8.1	m 2 9	3.1
		10 30 a	4.7	4 6 a	0.2
Thur.	13	m 9 45	8.2	m 3 2	2.8
		11 6 a	4.9	4 47 a	0.8
Fri.	14	m 10 36	8.0	m 3 53	2.6
		11 43 a	5.0	5 25 a	0.6

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.63	29.69	29.57
Temperature	87	85	89
Humidity	65	69	65
Direction of Wind	w	w	wsw
Force	1	1	1
Weather	c	c	b
Rain	—	—	—

Highest open air temperature on the 6th 90
Lowest open air temperature on the 6th 77

F. G. FIGG, *Director*.

Hongkong Observatory, Aug. 6, 1908.

Temperature.

Hongkong, August 7, 1908.

BAROMETER—		9 A.M.	29.70
Do.		1 P.M.	29.67
Do.		4 P.M.	29.65
THERMOMETER—		9 A.M.	85
Do.		1 P.M.	88
Do.		4 P.M.	86
Do.	(Wet bulb)	9 A.M.	80
Do.	Do.	1 P.M.	82
Do.	Do.	4 P.M.	82
Do.	Maximum		88
Do.	Minimum over night		82

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr P. R. Adams
Mr C. F. Barnes
Mr H. G. Battiscombe
Mr R. Benson
Dr G. D. R. Black
Mr B. Blumenthal
Mr A. B. Bluan
Mr T. Brayfield
Mr & Mrs J. Bumann
Mr W. C. Bunner
Mr S. C. de Bussierre
Mr and Mrs R. S. Carr
Mr A. Carter
Mr H. E. Colvin
Mr B. L. Condon
Mrs W. H. Copp
Miss Copp
Capt. W. H. Copp
Mrs M. Courtney and child
Mr E. W. Day
Mr J. Van Dusen
Mr F. Esrom
Mr W. F. Evans
Mr A. Eymail
Mr S. J. Fuller
Capt. T. Hall
Mr J. N. Hall
Mr G. V. Hayes
Mr and Mrs F. B. Helm
Capt. R. Innes
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Mr D. H. Kerr
Mr H. A. Kingcome
Mr C. König
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Miss K. A. Massey
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Mr J. McGlean
Mr G. C. McIntosh
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Mr S. Minemara
Mr and Mrs J. H. N. Mody
Master F. H. Mody
Master J. H. Mody
Dr and Mrs W. B. A. Moore
Mr Nagel
Mr P. Nesbitt
Mr E. Niedhardt
Mr and Mrs C. C. Osborne
Mr B. L. Packer
Mr A. W. J. Peake
Dr W. W. Pearse
Dr and Mrs G. de Perindorge
Mr T. L. Perkins
Mr W. H. Pierce
Mr J. A. Pilgrim
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Capt. B. C. Roher
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Mr C. E. Shields
Mr M. R. Simpson
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Mr W. T. Stebbing
Rev. A. J. Stevens
Mr W. M. Stratton
Mr and Mrs F. Sutton
Mr H. P. Thomas
Mr C. Wallach
Mr G. H. L. Fitz-Williams
Capt. Wiseman
Mr J. D. Woods

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Mr G. E. Allen
Miss Anderson
Dr Aubrey
Mr E. F. Aucott
Mr F. Austin
Mr & Mrs A. Beattie
Mr and Mrs Bowen
Miss Briscombe
Miss Britton
Major Burton
Mr E. S. Carruthers
Col. & Mrs Chamier, C.M.G.
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Lt. and Mrs B. E. Coke
Mr Water J. Daniel
Mr Fred. W. Daniel
Col. Darling
Mr Davidson
Hon. W. Rees Davies
Rev. & Mrs Edwards
Mr and Mrs Eich
Mrs Ellis
Rev. and Mrs Dallas Ennies
Miss Evans
Capt. and Mrs Finch
Mr S. H. Galbraith
Mr Gausden
Mr Geoke
Lt.-Col. & Mrs Glover
Mr H. H. J. Gompertz
Miss Hall
Mr A. J. Hall
Mr and Mrs Hassan
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Mr E. E. Hill
Mr W. T. Hockaday
Mr Hodgson
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Capt. and Mrs K. D. Hutchison
Mr Edward Irving
Major T. P. Jones, R.A.M.C.
Mr and Mrs Joseph
Mr E. L. Krauss
Mr Kydd
Major W. B. Lander
Mr Ablert E. Lanning
Mr Lawford
Major and Mrs D. F. H. Logan
Dr & Mrs Macdonald
Mr R. Marten
Miss Meyer
Mr R. Mitchell
Mrs Mitchell
Mrs Mollermann
Mr S. D. Monk
Madame Morel
Mr & Mrs P. Nalin
Sir Francis Piggott
Mr and Mrs Raymond
Lt. Col. Reid
Mr & Mrs H. Riesland
Miss Sabir
Mrs Sawer
Mr W. G. Sayer
Mr Selas
Mr A. Sinclair
Mr A. Findlay Smith
Consul Tiedmann
Mr F. C. Wilford
Mrs Williamson
Mr S. P. Warbrook
Mr Watkins
Mr M. R. Wharkirst
Mr D. Wood

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Miss & Master Almeda
Mr and Mrs M. D. Bazin
Mr and Mrs F. J. Berry and children
Mr B. Cleveland
Mr T. W. Daland
Miss G. Delorza
Mr and Mrs Harry Eyre
Dr and Mrs G. Bue Farland
Mr J. Gibson
Mr A. von Giggo
Mr, Mrs & Miss B. de Hazanas & children
Mr R. Hill
Dr Hough
Mr D Jones
Mrs & Master F. J. V Jorge
Mr W. H. Kelly
Miss M. Michel
Mrs Maurer Nolte
Mr F. H. Londberg
Mr S. MacAlister
Mr H. M. McCandliss
Mr D. O. W. Medemann
Mr S. Minemelya
Mr J. Murphy
Mr and Mrs A. F. B. Silva-Netto & child
Mr H. E. Pigge
Mr H. E. Rigge
Mr R. Rouyean
Mr J. N. Soggies
Mr U. Shappard
Mr and Mrs F. F. Ea D. Silva
Mr J. W. Simpson
Dr E. L. Souza
Mr A. Stoph
Mr Wm. Taylor
Mr A. Voller
Mr K. Yoshida

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Miss W. B. Butt
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Mr G. ... Corse
Mr C. G. Dale
Mr W. C. Drew
Mr and Mrs Fawell
Captain and Mrs Figineredo & child
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Mrs and Miss Rogers
Mr R. Sargent
Mr A. G. Smith
Mr and Mrs W. F. Smith
Mr B. S. Smith
Mr D. V. Steavenson
Mr & Mrs V. Ushaender
Mr Zach

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Mr Barnelt
Mr Farrelt & children and nurse
Mr, Mrs, Miss and Master Fentiman
Mr A. Gallo
Mr Paul Gunther
Miss M. S. Hoy
Mr J. Hutchings
Mr C. Hyland
Mr H. W. Jame
Mr D. Naylor
Mr G. Paul
Mr K. Polstorff
Mr J. Slater
Mr John Stewart
Mrs Suyder
Mr J W. Taylor
Mr Hugh Thomas
Mr Geo. Turner
Dr Walker
Mr J. Wells
Mr G. Worby

ORIENTAL HOTEL

Mr J. J. Andrew
Mr F. Arnold
Mr W. B. Boyce
Mr F. T. Chapple
Mrs Gaertner & child
Mr J. C. Hamilton
Dr F. Keyt
Mr M. Lauritsen
Mr C. Lauritsen
Mr R. A. Lowery
Miss A. Munro
Mr W. Pringle, Jnr.
Mr G. Remy
Mr F. H. Robinson
Mr R. Taylor
Mr C. H. Tricker
Mr A. Uschmann

KOWLOON HOTEL.

Mr J. A. Alavi
Mr C. S. Allen
Mr H. Bailey
Mr F. Bailey
Mr E. H. Beammert
Capt. Bode
Mr and Mrs Doughty
Mr W. Elson
Mr H. Farr
Mr J. H. Gardner
Mr and Mrs Hope and 2 children
Mr A. W. Ilott
Mr H. Lee
Baron Samson
Mr and Mrs Stapleton and children
Mr E. Stevenson

SHOULD BE KEPT IN EVERY HOUSEHOLD.

AS a result of saving my child I regard Chamberlain's Colic, Cholera and Diarrhoea Remedy as a medicine which should be in every household.—JOHN ADAMS, Merchant, Gold River, Nova Scotia. For sale by all chemists and storekeepers.

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Amoy, C'foo, N'chwang	Kweiyang (s)	Butterfield & Swire	Aug. 8, at 4 p.m.
Australian Ports	Eastern (s)	Gibb Livingston & Co.	Aug. 20, at Noon.
B'bay, vS'pore, Penang	Ischia (s)	Carlowitz & Co.	Aug. 11, at Noon.
Chefoo & Tientsin	Huichow (s)	Butterfield & Swire.	Aug. 14, at 4 p.m.
CoastPorts & Shanghai	Bujun Maru (s)	Osaka Shosen Kaisha	Aug. 18 at 10 a.m.
Europe, &c.	Scharnhorst (s)	Melchers & Co.	Aug. 12, at Noon.
Fiume, Trieste, &c.	Alesia (s)	Sander, Wieler & Co.	Aug. 22, p.m.
Genoa, Mar., L'don, &c	Kamo Maru (s)	Nippon Yusen Kaisha	Aug. 12, Daylight.
Japan & Portland, Or	Nicomedia (s)	Portland & A. S. Co.	About Sept. 6.
Kudat and Sandakan	Borneo (s)	Melchers & Co.	Aug. 8, at 9 a.m.
L'don, H'burg, A'werp	Flintshire (s)	Shewan, Tomes & Co.	About Aug. 25.
London, &c.	Marmora (s)	P. & O. S. N. Co.	Aug. 8, at Noon.
London, A'erp, &c.	Nubia (s)	P. & O. S. N. Co.	About Aug. 12.
Mar., L'don & A'erp &c	Syria (s)	P. & O. S. N. Co.	About Aug. 26.
Manila	Loongsang (s)	Jardine, M'son & Co, Ld	Aug. 14, at 4 p.m.
Manila	Yuensang (s)	Jardine, M'son & Co, Ld	Aug. 21, at 4 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Aug. 8, at Noon.
Manila	Rubi (s)	Shewan, Tomes & Co.	Aug. 15, at Noon.
Manila	Taan (s)	Butterfield & Swire	Aug. 11, at 4 p.m.
Manila, A'lian Ports	Changsha (s)	Butterfield & Swire	Sept. 2, at 4 p.m.
Manila, A'lian Ports	Prinz Sigismund (s)	Melchers & Co.	Aug. 13, at 5 p.m.
Marseilles, v. Saigon,	Armand Behic (s)	Messageries Maritimes	Aug. 18, at 1 p.m.
Moji & Kobe	Banca (s)	P. & O. S. N. Co.	About Aug. 8.
NewYork v. SuezCanal	Montrose (s)	Shewan, Tomes & Co	August 11.
San Francisco, v. Japan	Mongolia (s)	Pacific Mail S. S. Co.	Aug. 8, at noon.
San Francisco v. Japan	Tenyo Maru (s)	Toyo Kisen Kaisha	Aug. 18, at noon.
San Francisco v. Japan	Korea (s)	Pacific Mail S.S. Co.	Aug. 29, Daylight.
San Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	Sept. 11, at Noon.
San Francisco v. Japan	Siberia (s)	Pacific Mail S.S. Co.	Sept. 19, at Noon.
San F'cisco via Japan	China (s)	Pacific Mail S.S. Co.	Sept. 26, at Noon.
Seattle, v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha	Oct. 9. at Noon
S'tow, Amoy & Tamsui	Joshin Maru (s)	Osaka Shosen Kaisha.	Aug 9, at 9 a.m.
S'tow, Amoy & Tamsui	Daijin Maru (s)	Osaka Shosen Kaisha.	Aug. 16 at 2 p.m.
S'tow, Amoy & Anping	Shoshu Maru (s)	Osaka Shosen Kaisha.	Aug. 19, at 10 a.m.
S'hai, N'ki, Kobe, Y'ma	Derfflinger (s)	Melchers & Co.	About Aug. 12.
S'hai, Moji, Kobe, Y'm	Palma (s)	P. & O. S. N. Co.	About Aug. 14.
S'hai, Kobe & Y'hama	Australien (s)	Messageries Maritimes	Aug. 17, p.m.
S'hai, Kobe & Y'hama	Ernest Simons (s)	Messageries Maritimes	Aug. 31, p.m.
S'hai, Chin'tao America	Ouessant (s)	Messageries Maritimes	About Aug. 27.
Shanghai	Hangsang (s)	Jardine, M'son & Co, Ld	Aug. 10, at Noon.
Shanghai	Yatshing (s)	Jardine, M'son & Co, Ld	Aug. 11. at Noon.
Shanghai	Malta (s)	P. & O. S. N. Co.	About Aug. 20.
S'hai, Moji, Kobe Y'ma	Fooksang (s)	Jardine, M'son & Co, Ld	Aug. 14, at Noon.
S'pore, Penang & C'tta	Kutsang (s)	Jardine, M'son & Co, Ld	Aug. 12, at 2 p.m.
S'pore, P'ang, Calcutta	Catherine Apcar (s)	D. Sassoon & Co., Ld.	Aug. 16, at Noon.
S'tow, Amoy & F'chow	Haimun (s)	Douglas Lapraik & Co.	Aug. 11, at 2 p.m.
Tsingtau & N'chwang	Liangchow (s)	Butterfield & Swire	Aug. 8, at 4 p.m.
Victoria, B.C., Tacoma	Kumeric (s)	Dodwell & Co. Limited	August 19.
Vancouver, (B.C.) &c.	Glenfarg (s)	Canadian P'fic R. Co.	Aug. 8, at Noon.
Vancouver, (BC.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Aug. 15, at 4 p.m.
Vancouver, (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	Sept. 5, at 4 p.m.

SHARE LIST.—QUOTATIONS.

August 7, 1908.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	120,000	$ 125	all	{$770 £79
National Bank of China, Limited	99,925	£ 7	£ 6	$51, buyers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$220, sellers
China Traders Insurance Co., Ld.	24,000	$ 83.33	$ 25	$86½
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 78, buyers
Union Insurance Society, Limited	10,000	$ 250	$ 100	$760, sales
Yangtsze Insurance Association Ld.	12,000	$ 100	$ 60	$155, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$92, buyers
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	50	$315, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co., Ld.	50,000	$ 50	all	$105, sellers
Geo. Fenwick & Co., Limited.	18,000	$ 25	$ 25	$12, sellers
New Amoy Dock Co., Ltd.	10,600	$ 6¼	$ 6¼	$9½, sellers
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	Tls100	Tls. 84
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	$ 25	$15, sellers
Douglas Steamship Co., Limited.	20,000	$ 50	all	$38
H.K. C. and M. Steamboat Co., Ld.	80,000	$ 15	$ 15	$29, sales & sellers
Indo-China S. N. Company, Ltd.	60,000	£ 5	all	{$36 $21}
	10,000	$ 10	$ 10	
Star Ferry Company, Ld.	16,000	$ 10	$ 5	{$20, sellers $15, sales
Shell Transport & Trading Co., Ltd.	2,000,000	£ 1	£ 1	43/6
Taku Tug and Lighter Co., Ltd.	8,600	Tls. 50	Tls. 50	Tls. 45
Shanghai Tug and Lighter Co., Ld.	200,000	Tls. 50	Tls. 50	{Tls. 50
do. Preference.	100,000			Tls. 52½
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$130, sellers
Luzon Sugar Company, Limited	7,000	$ 100	all	$22
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls 50	Tls. 92½
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	60,000	$ 50	all	$45, buyers
Shanghai and Hongkew Wharf Co.	32,000	Tls. 100	Tls100	Tls. 180, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	100	$94, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 119
Kowloon Land and Building Company	6,000	$ 50	$ 30	$27, sellers
Wei-hai-wei Land & Building Co.	3,674	Tls. 25	Tls. 25	Tls. 9
Humphreys Estate & Finance Co.	150,000	$ 10	all	$10, sellers
West Point Building Co., Limited	12,500	$ 50	$ 50	$46, sellers
TRAMWAYS.				
The Peak Tramways Co., Ltd.	25,000	$ 10	all	{$14
	50,000	$ —	$ 1	$2, buyers
MINING.				
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	$580, buyers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/10	$7, sales
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$80, buyers
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 15	$ 25	$19
DISPENSARIES.				
A. S. Watson & Co., Limited	30,000	$ 10	$ 10	$9½
Watkins Limited	10,000	$ 10	$ 10	$3
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	$185
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 113, ex div.
Hongkong Electric Co., Limited	60,000	$ 10	$ 10	$16½, buyers
MISCELLANEOUS.				
Green Island Cement Co., Ld.	400,000	$ 10	10	$10.65, sellers
H.K. Milling, Co. Ld., in Liquidation	10,000	$ 100	$ 100	Nominal
Bell's Asbestos Eastern Agency, Limited	8,604	£ 12/6	12/6	$7, ex div.
United Asbestos Oriental Agency, Limited	4,000 ordy.	$ 10	$ 4	$13, buyers
	100 fders	$ 10	$ 10	$250, buyers
Union Waterboat Co., Limited	50,000	$ 10	$ 10	$10½
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$19½, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$235
Shanghai Waterworks Co., Ltd.	16,350	£ 20	£ 20	Tls. 400
H'kong Rope Manufactory Co., Ld.	60,000	$ 10	all	$24, sales & sellers
Hongkong Cotton Spinning Co., Ld	125,090	$ 10	$ 10	$11
Ewo Cotton Spinning and Weaving Co., Limited	20,000	Tls. 50	Tls 50	Tls. 63
International Cotton Manufacturing Co., Limited	10,000	Tls. 75	Tls. 75	Tls. 67
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 85
Soy Chee Cotton Spinning Co. Ld.	2,000	Tls. 500	Tls500	Tls. 242½
China Provident Loan Mortgage Co., Limited	200,000	$ 10	$ 10	$9½, buyers
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$10½, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$10
Wm. Powell, Limited	12,000	$ 10	$ 10	{$5, sellers
	3,000			
South China Morning Post	6,000	$ 25	$ 25	$23
China Light and Power Company	60,000	$ 10	$ 10	{$5¾, sellers
	50,000	$ 1	$ 1	
Steam Laundry Company, Limited	20,000	$ 5	$ 5	$5½
Weissmann Limited	175	$ 100	$ 100	$150, buyers
CIGAR COMPANIES.				
Philippine Co., Limited	67,500	$ 10	$ 10	$8, sellers
Alhambra Limited	300	$ 500	$ 50	Nominal

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886 a Tls.	767,200	Tls. 250	7 % p. annum	P.

VERNON and SMYTH, *Share-Brokers.*

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